EXPOSED THE GREAT CAR REPAIR RIP-OFF

AUTOCAR

FIRST FOR NEWS AND REVIEWS EVERY WEEK

Est.1895 | autocar.co.uk | 12 April 2023

REVEALED ALL-NEW MINI

THEY'RE NOT ALL EVs...

24 NEW AUDIS

The incredible model blitz to topple every rival

Shock electric Defender rival

Stunning new 600bhp+ RS6

AUTOCAR IMAGE

New Bentley-baiting A8

12 - 19 April 2023
£4.75
haymarket
15>
9 771355 829202

3 SERIES LOVE LETTER

Read this and you'll want one

ALL-NEW DUSTER

AUTOCAR IMAGE

The next king of budget motoring

USED BENTLEY COUPE

How to spend that Lotto win

HOW TO CHARGE AN EV FOR FREE • KOREA'S SECRET DRIVING MECCA

12 April 2023 | Polestar 2 BST Edition 270

VISIT…

LANZAROTE
Caliente.COM

Silverstone
FeSTiVaL
25-27 AUG 2023

CELEBRATING 75 YEARS OF MOTORSPORT AT SILVERSTONE

THE BEST HISTORIC MOTORSPORT
CLASSICS IN THEIR THOUSANDS ▪ F1 SHOWCASE
3 NIGHTS OF LIVE MUSIC ▪ FUN FOR ALL THE FAMILY

PRICES START FROM £64
KIDS UNDER 16 GO FREE

WWW.SILVERSTONE.CO.UK

Silverstone FeSTiVaL
SF
PADDOCKS
FOODIE FEST
F1 DISPLAY
STUNT SHOWS
◀ CAMPSITE
FOODIE FEST

15

'I could eat a fish but not an elephant'

AUTOCAR
Issue 6562 | Volume 316 | No 3

THIS WEEK

NEWS

Audi A8 Reinvented as 2024 EV; plus new luxury 4x4 4
Audi A6 E-tron Rakish saloon and sleek estate EVs 6
Dacia Duster Full details of all-new SUV, due 2024 8
Mini Cooper New-age hatch finally sheds its camo 10
Ford E-Transit Courier ICE then EV for Puma van 12
Garage labour rates Look at shocking UK disparity 14

TESTED

Aiways U6 Can Prodrive input elevate Chinese EV? 20
Bentley Continental GT Mulliner W12 lays it all out 22
Ford Focus ST Suspension-fettled Track Pack rated 24
Polestar 2 BST Edition 270 **ROAD TEST** 46

FEATURES

In search of Korea's Stelvio Pass In a Genesis GV60 26
Free EV charging Our tech guru installs home solar 32
BMW 3 Series Revealing the secrets of its success 34
An electric A110? We check progress at Alpine HQ 40

OUR CARS

Toyota Yaris Cross Is hybrid's popularity deserved? 54
Audi E-tron GT Especially tough test awaits newbie 56
Skoda Enyaq iV vRS A tale of two charging stations 57
Volvo XC40 Recharge New bike rack is a long story 59

EVERY WEEK

Jesse Crosse EVs will need to be charged by robots 11
Jim Holder Is Ford wise to push its American DNA? 13
Matt Prior Best cars for cruising moral high ground 15
Steve Cropley A cool way to save half a million quid 17
Damien Smith Seeing red after the Australian GP 19
Subscribe Save money and get exclusive benefits 44
Your Views Ford's future dominates the mailbag 60
On this day Bowled over by first BMW M3 in 1987 66
Slideshow Can you ride tandem? Odd two-seat cars 74

DEALS

Cult hero Bentley Brooklands: a GT like no other 62
James Ruppert Don't rule out early Skodas just yet 65
Road test index Track down that road test here 67
New cars A-Z Key car stats, from Abarth to Zenvo 68

Autocar (ISSN 1355-8293 USPS 25-185) is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. The US annual subscription price is $190.00. Airfreight and mailing in the USA by agent named World Container Inc, 150-15, 183rd Street, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. US postmaster: Send address changes to Autocar, Air Business Ltd, c/o World Container Inc, 150-15, 183rd Street, Jamaica, NY 11413, USA. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Air Business Ltd is acting as our mailing agent.
Autocar is published by Haymarket Media Group, Bridge House, 69 London Road, Twickenham, TW1 3SP, United Kingdom, haymarket.com **Tel** +44 (0)20 8267 5000
Autocar magazine is also published in Estonia, Greece, India, Japan, Latvia, Korea and Thailand.

Autocar is a member of the Independent Press Standards Organisation (IPSO). We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact autocar@haymarket.com. For more information, contact IPSO on 0300 123 2220 or visit www.ipso.co.uk

ipso. Regulated

Recycle

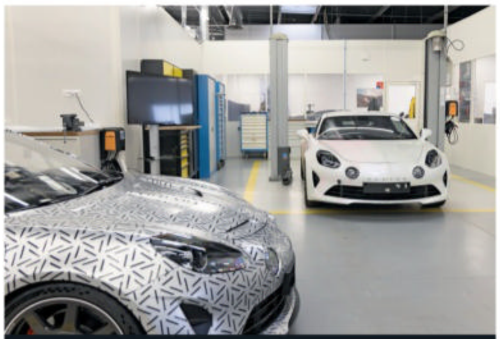
Haymarket is certified by BSI to environmental standard ISO14001 and energy management standard ISO50001

PEFC
PEFC/16-33-197
PEFC Certified
This product is from sustainably managed forests, recycled and controlled sources
www.pefc.co.uk

ISSUES WITH YOUR MAG?
For subscriber issues, call 0344 848 8816. If you can't find a news-stand copy of Autocar in your local area, email autocar@haymarket.com

Autocar is a member of the organising committee of Car Of The Year
caroftheyear.org

EXPLORING THE THREE'S ENDURING APPEAL 34



HOW ALPINE IS ELECTRIFYING THE A110 40

AIWAYS U6: THE CHINESE EV WITH A TWIST 20

> "HE ASKS IF HE CAN HAVE A CIGARETTE. ITS PACE HAS TIPPED HIS JANGLING NERVES OVER THE EDGE"

WHAT HAPPENED WHEN JIM HOLDER SET THE GV60 FREE ON KOREA'S TWISTIEST ROAD 13

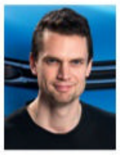
COVER STORY

AUTOCAR IMAGE

AUDI A8 TURNS SLEEK, FAST EV FOR 2024 4

COMMENT

AUDI IS STARTING OVER IN THE EV ERA



AUDI HAS ALWAYS seemed a brand well suited to the transition to electric power given the success of its cars has been built on performance, refinement and technology.

But its early mass-market EV efforts, the E-tron (recently rebranded the Q8 E-tron) and Q4 E-tron, haven't felt like game-changers. Indeed, according to Cap HPI data, on average the Q4 E-tron sits on used forecourts longer than any other car at the moment.

Yet Ingolstadt isn't perturbed. This week, we reveal details of an all-new generation of cars that will take Audi fully into the EV age (p4), although the brand isn't completely turning its back on combustion power just yet.

Many of these new electric models are not merely repurposed existing Audis but instead clean-sheet designs, reimagining and refocusing the firm on the qualities for which it's best known. Remarkably, even a Land Rover Defender rival is planned.

Audi has enjoyed exponential growth over the past decade, but extending that into the EV era won't be easy. Waiting to pounce are not only the likes of BMW, Mercedes and Tesla but also the fast-improving Hyundai and Kia. Staying at the sharpest end of the industry has never been tougher.

Mark Tisshaw Editor
mark.tisshaw@haymarket.com
@mtisshaw

Rachel Burgess is away

youtube.com/autocar
facebook.com/autocarofficial
twitter.com/autocar
autocar_official

NEVER MISS AN ISSUE
Subscribe p44

GOT A STORY?
Email our news editor
felix.page@haymarket.com

Audi rewrites rulebook for radical next-gen A8

All-electric Audi will arrive next year as a sleek, long-range luxury flagship with a focus on performance and autonomy

AU74 DIB
AUTOCAR IMAGE

The new, electric Audi A8 will go on sale next year as a highly luxurious, technologically advanced and extremely powerful rival to the Mercedes-Benz EQS and BMW i7.

Arriving at the crest of a wave of more than 20 new Audi cars due over the next three years, the Audi A8 EV will be crucial in providing the foundation for the brand to overhaul its positioning and differentiate itself more clearly from its Volkswagen Group siblings with a focus on high-margin premium cars in all core segments.

Due to be unwrapped exactly 30 years after the 1994 unveiling of the first A8 – notable for pioneering an aluminium 'spaceframe' platform – the new flagship is set to once again spearhead a technological rebirth for Audi as it ramps up to go all-EV in just three years. It will use the largest version of the Porsche/Audi-developed PPE platform that will make its debut this year under the new Q6 E-tron, and is set to feature the most potent powertrains and radical technology available to the German brand.

As previewed in 2021 by the Grandsphere concept, the new A8 will shun the traditional three-box proportions of the four previous generations. Instead, it will adopt an ultra-slick, wind-cheating silhouette aimed at boosting efficiency at speed to compete effectively with its BMW and Mercedes rivals – two of the longest-range EVs on sale.

Armed with a sizeable, 120kWh lithium ion battery, which is expected to make production, the Grandsphere had a claimed 466-mile range. That figure is expected to decrease slightly when the car dons numberplates and is fully homologated but it should still offer one of the longest ranges of any EV on sale. The car will also be equipped with 800V charging functionality so will be one of the fastest to top up, netting a maximum charging speed of 270kW.

More intriguingly, early indications suggest it could be the most powerful car in the Audi stable when it is launched. The concept packed 711bhp and 708lb ft – more than today's V8-propelled RS6 Competition – for a near-4.0sec 0-62mph, and while those figures will not be exactly replicated by the production car, they hint at an outright focus on performance.

The PPE platform can accommodate rear-wheel steering at up to 5deg for tighter turn-in, as well as an electronic locking rear differential for improved torque-vectoring behaviour, and these features are expected to be carried over to the new A8.

But while its performance stats and dynamic credentials will be headline attributes, the new A8 will be more technically remarkable for the advances it makes in self-driving ability. The Grandsphere was designed around its theoretical capacity for level-four autonomy, with a retracting steering wheel and pedals, automatically adjusting seats with individual sound systems and a raft of gesture-controlled functions. The A8 will be more conventional inside, but the more recent Activesphere concept gives clues to Audi's plans to usher in a step change in autonomous driving with its next-gen EVs.

"We don't want to overload you" with information, Audi user experience boss Sid Odedra told Autocar recently, suggesting the Sphere concepts' shunning of physical controls and traditional screens in favour of sensor controls and holographic projections is not far from what will become reality. "We're not giving you less, actually," Odedra said of Audi's new minimalist interior treatment. "We're giving you more. With less, we're going to give you more of a digital experience with less physical architecture."

FELIX PAGE

Like 1994 original, new A8 will be a technical pioneer

	AUDI GRANDSPHERE	BMW i7 xDRIVE60	MERCEDES-AMG EQS 53
Power	711bhp	536bhp	649bhp
Torque	708lb ft	549lb ft	701lb ft
Range	466 miles	385 miles	377 miles
Battery size	120kWh	105kWh	107.8kWh
Charge speed	270kW	195kW	200kW

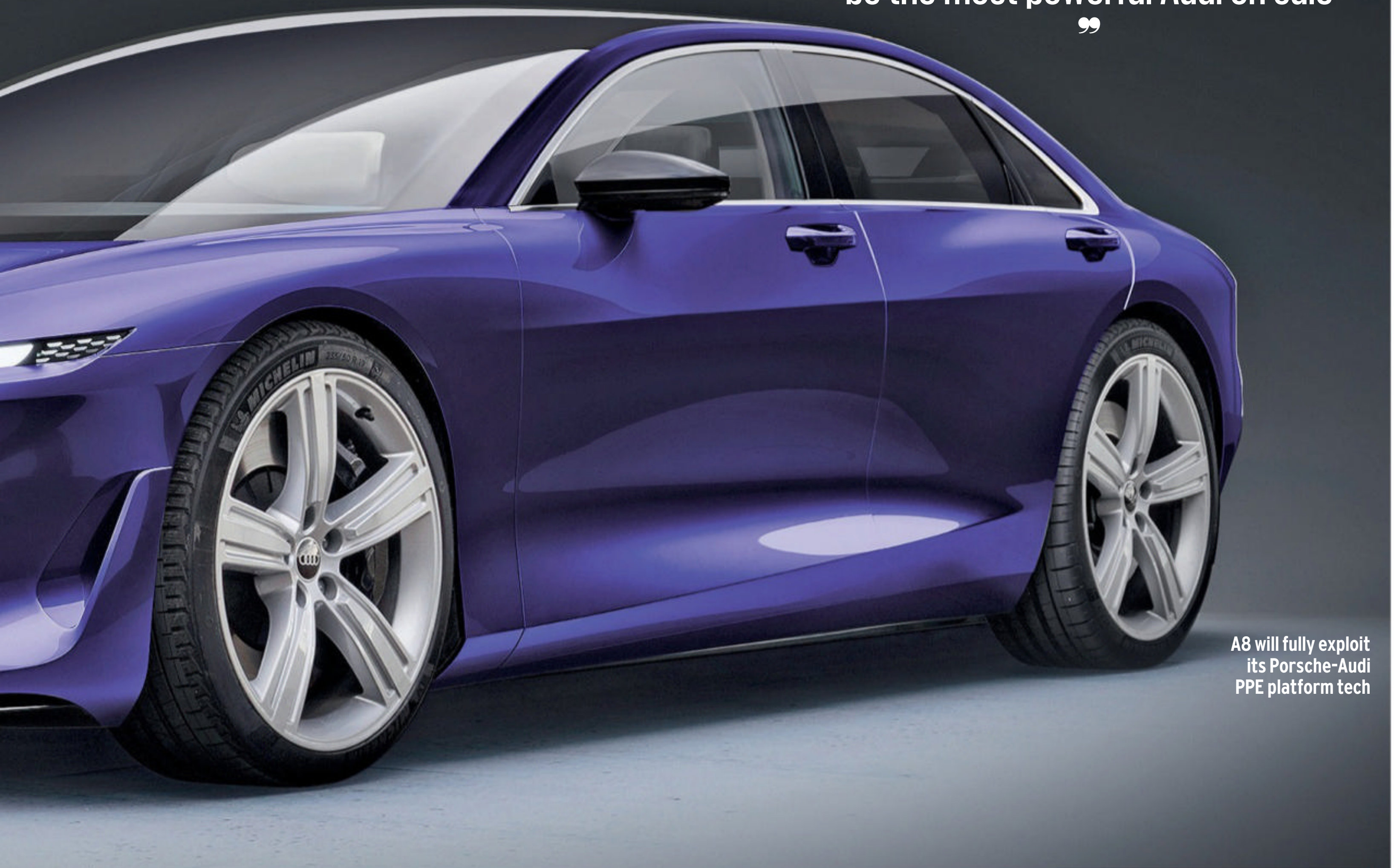
STEP THIS WAY FOR RAW KERB APPEAL

FELIX PAGE

Audi is firmly on the front foot with this one, despite being much later to market with an electric luxury saloon than its German rivals.

Because while the BMW i7 and Mercedes EQS are hugely impressive machines in all key respects, they can't trade on raw kerb appeal in quite the same way as it seems the Audi will. The BMW's especially challenging visage and the Merc's amorphous silhouette make them less than universally attractive, but the A8 looks set to be a genuinely handsome, thoughtfully proportioned proposition that will help to establish Audi as a leading light in the luxury-exec game, once again.

> "Early indications suggest it could be the most powerful Audi on sale"



A8 will fully exploit its Porsche-Audi PPE platform tech

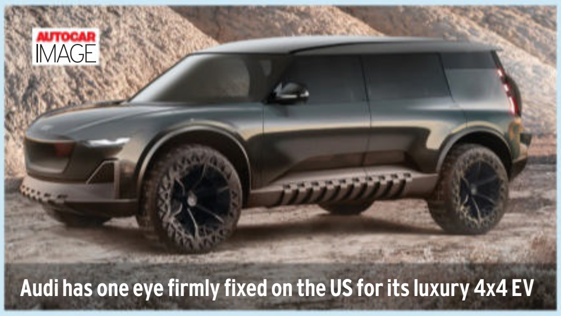
Audi's electric Defender rival on course for 2027

Audi's plans for a go-anywhere electric rival to the Land Rover Defender, as scooped by Autocar earlier this year, are taking shape ahead of an expected launch by 2027.

Set to be based on off-road-ready architecture supplied by new VW Group brand Scout and built in the US, the unnamed SUV will draw on Audi's affinity for four-wheel-drive performance while taking design cues and top-rung technology from its more road-focused models in a bid to crack the high-margin luxury 4x4 market.

R&D boss Oliver Hoffmann would not go so far as to officially confirm the new model is incoming but strongly hinted at its commercial viability: "In the US market, there is a big market of rugged SUVs, and we're looking at how a rugged SUV can look based on Audi technology.

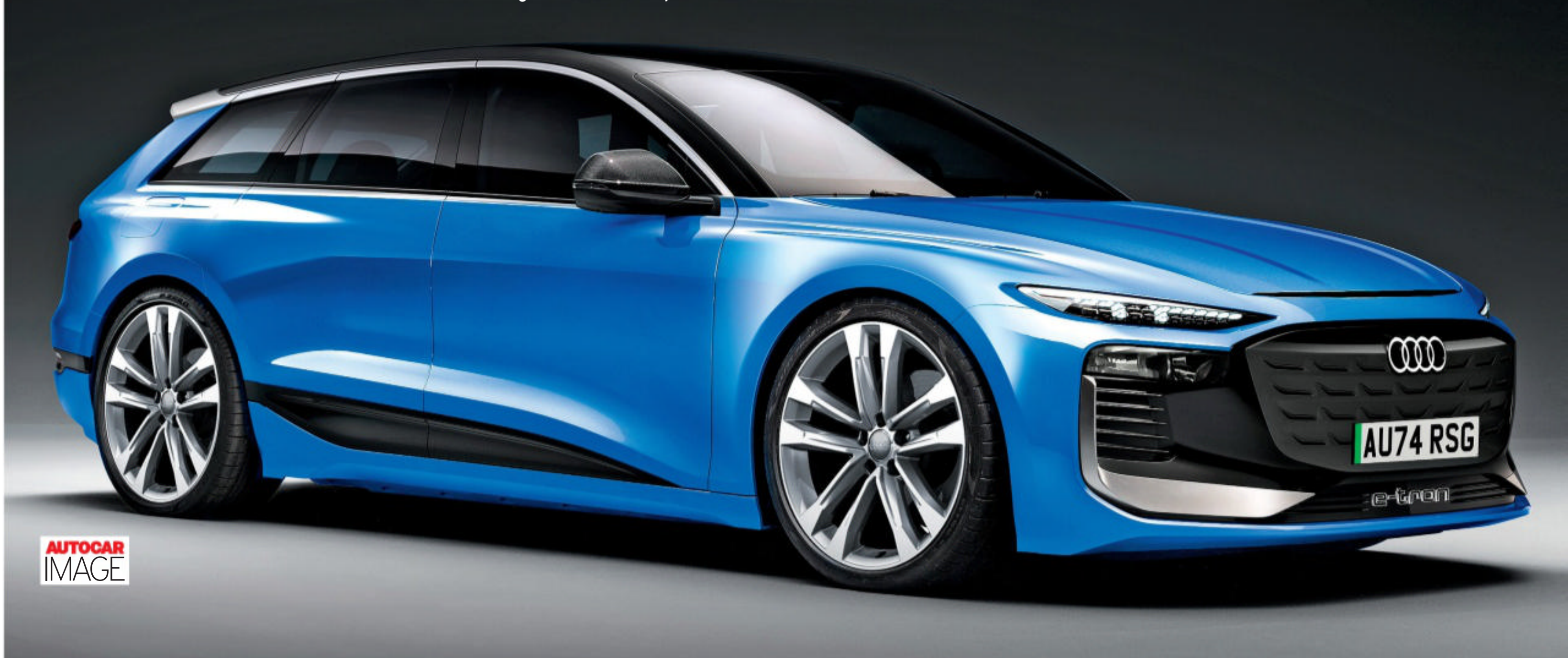
"There's no decision yet for a kind of car like this. But starting in 2026, we will only launch fully electric cars. That means also if we go for a very progressive car segment concept in the future, it will be battery electric..."



Audi has one eye firmly fixed on the US for its luxury 4x4 EV

A6 E-tron leads model blitz

New saloon and estate to be joined by no fewer than 22 new Audi ICE cars and EVs



As with the Audi A8, the electric successor to the Audi A6 will be a totally new car from the ground up, related to its predecessor in no more than its general silhouette and market positioning.

Due in dealerships next year, the new A6 E-tron will arrive first in saloon-shaped Sportback guise, adopting a much more rakish, coupé-inspired roofline that will effectively give it a second role as an electric alternative to today's A7 Sportback.

The roomier A6 E-tron Avant estate will arrive a few months later, touting similar load-carrying capacity to its forebear (courtesy of a slim, spread-out underfloor battery and a 'frunk' in place of an engine). This will give Audi an answer to the similarly conceived BMW i5 Touring.

Also as with the A8, the A6 will arrive in production form little changed from the radical concepts by which it has been previewed. This means it will sit extremely low and be sculpted by its designers with a keen eye on maximising aerodynamic efficiency.

Flush door handles, prominent air tunnels and heavily accented swage

New A6 E-tron will take trendy liftback shape...

SPY SHOTS

...while ICE A6 saloon and estate will get heavy update

EVERY NEW AUDI DUE BY 2027

A3
Replacement for popular premium hatchback will be Audi's smallest EV.

A4 Avant
Could be first of the junior executive estates to go electric.

A5 Sportback
Heavy update for today's ICE A4 saloon includes a name change.

A5 Avant
The same goes for its more practical sibling, the A4 Avant estate.

A6
Subtle tweaks will see the current ICE A6 through to 2027.

A6 Sportback E-tron
New electric A6 will take the form of a sporty five-door coupé.

Q5 Sportback
Expect an all-electrified engine line-up for Q5 and its coupé sibling.

Q6 E-tron
First Audi based on PPE platform – created with Porsche – is due in 2023.

Q6 Sportback E-tron
Coupé version of EV will have smaller boot but slightly longer range.

Q7
Big seven-seater's second facelift will be focused on style.

Q8
Coupé-SUV will follow BMW X6 and Mercedes GLE with mid-life update.

Q9
Enormous new SUV flagship is aimed at American buyers.

RS CARS RACE INTO ELECTRIFICATION

RS6 will swap petrol V8 for two or three electric motors

Audi is now busy electrifying its RS performance range, launching both plug-in hybrid and electric models, having started with the RS E-tron GT in 2021.

Four new cars will arrive within the next two years, Audi R&D boss Oliver Hoffmann told Autocar: "You will see a second, third, fourth and fifth. RS models are really important to shape our brand, but they're also important for earnings."

He hinted that these cars will be either PHEV or EV, not both, given that they will sit on dedicated platforms.

The RS4 Avant estate, arriving in 2024, is tipped to be the first to draw power from a PHEV powertrain.

This will be focused on improving power, rather than efficiency. Hoffmann said: "It's very important that RS models are, in performance terms, the best in class."

However, he added that it is "also important" to offer a "high range" in electric-only driving to ensure they can still be practical daily cars.

lines, for example, will be defining cues, setting the tone for all electric Audis to follow, as design boss Marc Lichte pursues a "sleeker and simpler" ethos for his new creations.

Autocar understands that Audi is targeting a maximum range of 435 miles, which together with 270kW rapid-charging capability will enable the A6 to offer comparable ease of use to its petrol and diesel predecessors.

Single-motor, rear-wheel-drive and dual-motor, four-wheel-drive powertrains will be available, with the latter providing a basis for a rapid electric RS6 E-tron with more than 600bhp (see box above).

The A6 is expected to ultimately ditch the 14-year-old E-tron moniker that has adorned every electric Audi so far, in line with a new naming strategy under which Audi EVs will receive even-numbered names and their ICE counterparts odd-numbered ones.

It is anticipated that today's A6 will be renamed A7 when it's updated, just as the A4 will be renamed A5.

See below for full details.

FELIX PAGE

Q&A OLIVER HOFFMANN, CHIEF TECHNICAL OFFICER, AUDI

Other car makers have confirmed that they're looking at more affordable, entry-level EVs. Would this work for Audi?

"For us, it doesn't make sense to offer a car like the ID 2all, which Volkswagen has. We will instead offer an A-segment car, under the Q4. [It will be] comparable to the [current] A3. We will also increase our portfolio in the C and D segments. This is a clear vision for us."

The R8 and TT will bow out this year. Is there space for replacements?

"There is space. We made a lot of concept work regarding a sports car follow-up, but there's no decision yet. I think the [original 1998] TT was for our customers surprising, and we will surprise also in the future. We have a clear idea for C- and D-segment cars, and we will bring some surprising cars and models also in the future."

So is it viable in the EV era to have an electric car the size of today's TT? Will it work?

"This is exactly the point. To have a very compact sports car in the electric world with high range and with high performance is not that easy in terms of weight, packaging and driving behaviour, but we have some good concepts regarding this. Again, there's no decision yet. But for us, it's clear: our spearheads in the future will be electric cars."

How will Quattro EVs differ from their ICE predecessors?

"With our ICE Quattros, there were [compromises] in terms of the architecture and the drivetrain in terms of mechatronics. With a fully electric drivetrain, you have a lot more possibilities to run the car in terms of functionalities in the software, especially to steer different tyres. But it was still very important for us to bring our Quattro DNA, driving behaviour and traction to the electric drivetrain."

LAST HURRAH FOR COMBUSTION-POWERED AUDIS

Before Audi ditches internal combustion power completely, it will launch a new line of petrol and diesel engines compliant with the latest Euro 7 emissions regulations.

This is part of a move to continue developing ICE vehicles "in parallel" with electric ones, Audi R&D boss Oliver Hoffmann told Autocar, ahead of the German firm's move to launch only EVs from 2026.

"We will bring a completely new family of engines to the PPC, our [new and final Audi] ICE platform," he said.

Although Hoffmann wouldn't divulge more information on the new powerplants, they will extend the life of the firm's ICE offerings in Europe until the new car sales deadline of 2035.

The updated A4 – set to be renamed the A5 – will be the first to offer the new fuel-burners, followed by the closely related Q5 SUV.

Updated ICE A4 saloon and estate will take A5 name

Next Q5 will be one of Ingolstadt's last new ICE cars

A6 Avant E-tron
BMW i5 Touring-rivalling estate promises long range and roominess.

A8
Luxury flagship will pioneer a raft of next-level technology.

Q3
Compact SUV is up for renewal in 2025 with a refreshed ICE offering.

Q4
Electric SUV may ditch the E-tron tag when facelifted in 2024...

Q4 Sportback
...and benefit from improvements to the MEB platform.

Q5
There will be one more ICE iteration of Audi's best-selling car.

R8
Goodbye, atmo V10. Hello, mega electric motors giving 4WD.

RS4
V6 range-topper is due to go PHEV for improved pace.

RS6 E-tron
Family rocket will hit new power heights in going electric.

RS Q6 E-tron
Porsche Macan EV sibling is tipped for more than 600bhp.

Urban EV
MPV-style city car should be a hit in China.

Off-road EV
Quattro magic for shock Land Rover Defender rival.

Rugged all-new Duster unmasked

As test cars hit public roads, we look beyond the camouflage of the 2024 Dacia SUV

Dacia is gearing up to reveal the reinvented, third-generation Duster, which will be one of the most affordable and capable SUVs on sale.

Due in 2024, the new Duster will swap from the ageing B0 platform to the CMF-B architecture used by its crossover cousins, the Renault Captur and Nissan Juke. As well as promising substantial gains in rolling refinement and packaging, the new mechanicals will also accommodate the Duster's first hybrid powertrain.

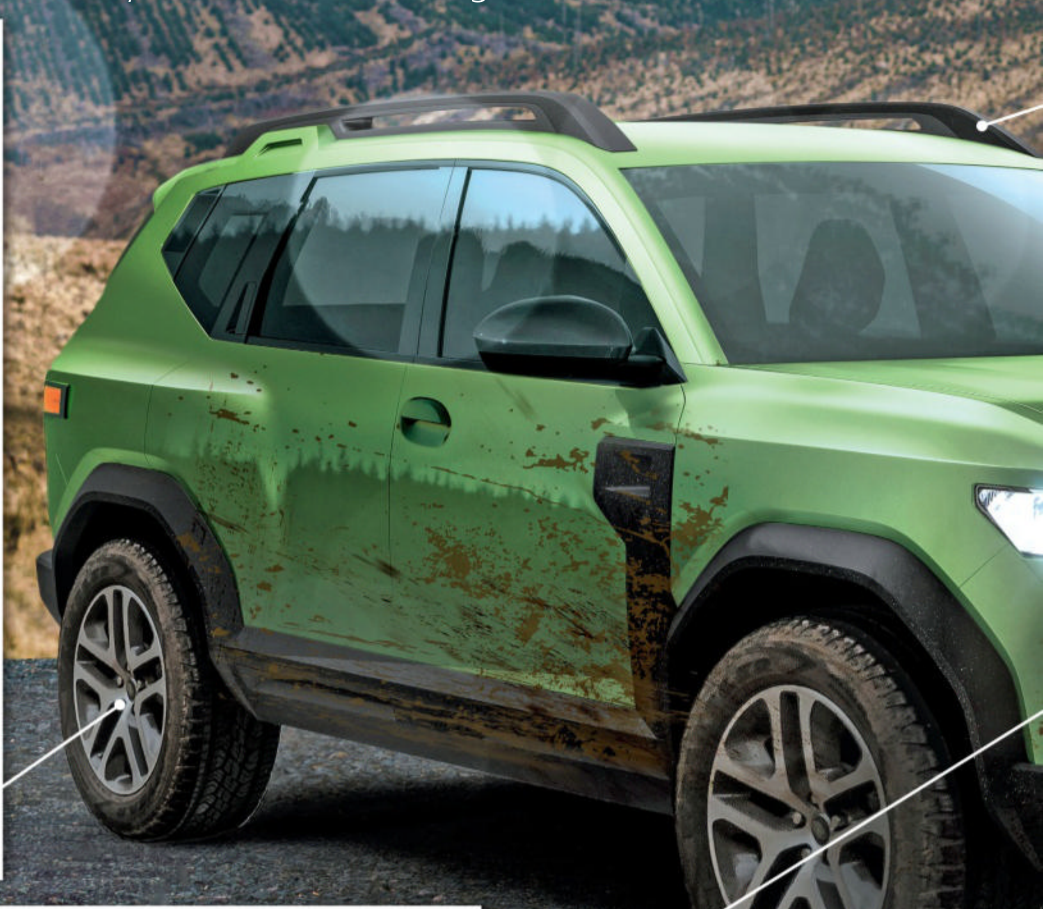
The Duster will be reimagined with greater emphasis on its activity-focused potential, to strengthen its edge over electric newcomers like the chunky Jeep Avenger, Mini Aceman and Ford Explorer.

While Dacia has yet to preview the new Duster, the first images of a prototype testing on public roads give strong clues as to its design. Here's everything you need to know about it.

FELIX PAGE

LET'S OFF-ROAD

The new Duster will follow its forebears in serving as one of the market's most capable and affordable 4x4 SUVs. Certainly, the prototype's short overhangs, raised ride height, thick-walled tyres and brawny silhouette suggest off-road ability will be a priority. There are currently no four-wheel-drive cars based on the CMF-B architecture, so it remains to be seen how Dacia will add a driven rear axle without adversely affecting cost and packaging. Product boss Julien Ferry previously told Autocar the new car will "keep the recipe" of its forebear but "update it", suggesting the capacity for instantly switching between 2WD and 4WD modes will remain, as will a 'crawler' first gear and standard-fit hill descent control.



NEW DESIGN ERA

The third-generation Duster will be much more significantly restyled than the second, taking heavy inspiration from the well-received Bigster concept and pioneering a raft of features that could become hallmarks of the new-gen Dacia line-up. Most obvious at this stage are the new-look slatted front grille and LED headlights. The Duster is also expected to wear a prominent cladding package, nodding to its outdoor character. Note also the chunky, functional roof bars and unwrapped wing mirrors (top right), which suggest a new matt bronze colour will be added to the options.

Ssangyong shows its future after KG Mobility rebrand

KG Mobility, previously known as Ssangyong, has revealed three new electric concept vehicles at the Seoul motor show – and given details of its new electric SUV.

O100 Eye-catching pick-up is planned for the first half of 2025. It will be based on the upcoming Torres EV-X.

F100 SUV is a rugged and futuristic-looking off-roader. Design cues nod to the Toyota FJ Cruiser.

KR10 Smaller crossover "inherits the heritage of the Korando" and is considered its spiritual successor.

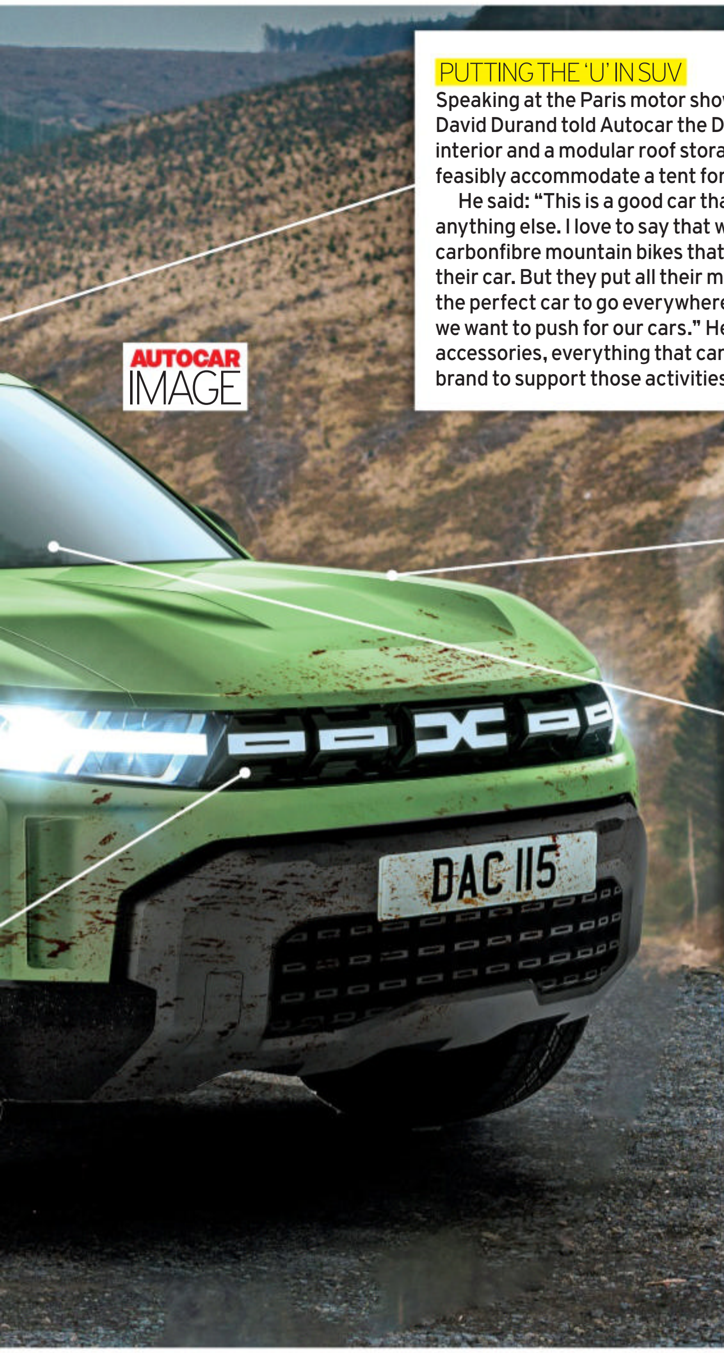
Torres EV-X Also at the show, KGM confirmed its upcoming SUV will offer a 310-mile range via a 73.4kWh battery.

MERCEDES OVERHAULS GLS KIT ROSTER

A Mercedes-Benz GLS facelift brings upgraded equipment. The top-rung Mercedes-AMG GLS 63 gets the most attention and its standard kit now includes an electric panoramic sunroof, a performance exhaust and adaptive dampers.

BUSMAN'S HOLIDAY TAKES A NEW TURN

The UK's first autonomous bus fleet will enter service next month. It will operate on a 14-mile route between Edinburgh and Fife in mixed traffic conditions at speeds of up to 50mph. Around 10,000 passengers a week are expected to use it.



PUTTING THE 'U' IN SUV

Speaking at the Paris motor show last year, design boss David Durand told Autocar the Duster will get a spacious interior and a modular roof storage system that could feasibly accommodate a tent for overnight stays.

He said: "This is a good car that allows you to do anything else. I love to say that we have Jogger owners with carbonfibre mountain bikes that are more expensive than their car. But they put all their money in that, then they have the perfect car to go everywhere with it, and this is the spirit we want to push for our cars." He added: "We are developing accessories, everything that can help. Making Dacia the best brand to support those activities. Being a way to do things."

New grille and headlight treatment are visible despite the camo

MORE FUNCTION THAN FORM

In keeping with Dacia's ethos of providing "all the things you need, nothing you don't", the new Duster's cabin will take its lead from the Jogger and Sandero in placing more emphasis on utility than style. It won't be quite as extreme as the bare-bones Dacia Manifesto concept but will draw inspiration from that show car in featuring sustainable, durable materials and mouldings; smartphone-based infotainment; innovative storage solutions; and potentially Dacia's new YouClip mounting bracket, which can host a raft of associated accessories.

Ride height, roof rails and rear skid plate point to its utility focus

DUSTER HYBRID

The CMF-B platform paves the way for the next-generation Duster to adopt the Renault Austral's full-hybrid powertrain: a 1.2-litre three-pot petrol engine mated to an electric motor for 196bhp, 148lb ft and, more importantly, a WLTP consumption rating of around 60mpg. A Captur-derived PHEV is possible, too – with a combined 158bhp from its EV-assisted four-cylinder petrol and a roughly 30-mile range from a 7.5kWh battery – and no doubt a mild hybrid of some sort will open the line-up. Notably, today's Duster is the only Renault Group car on sale in the UK with a diesel option, and all cars based on the CMF-B platform use a petrol engine – so its successor looks set to ditch diesel for 2024.

RENAULT CLIO TO GET LIFE-SAVING UPDATE

The future of the Renault Clio will be safeguarded by a dramatic update in the coming months, making it one of a select few ICE superminis to remain on sale in the face of industry-wide commercial headwinds. The French hatchback will receive a radical styling overhaul, and any upgrades to its powerplants – either the regular 89bhp TCe 90 or the 143bhp E-Tech hybrid – are expected to make them compliant with the incoming Euro 7 emissions regulations.

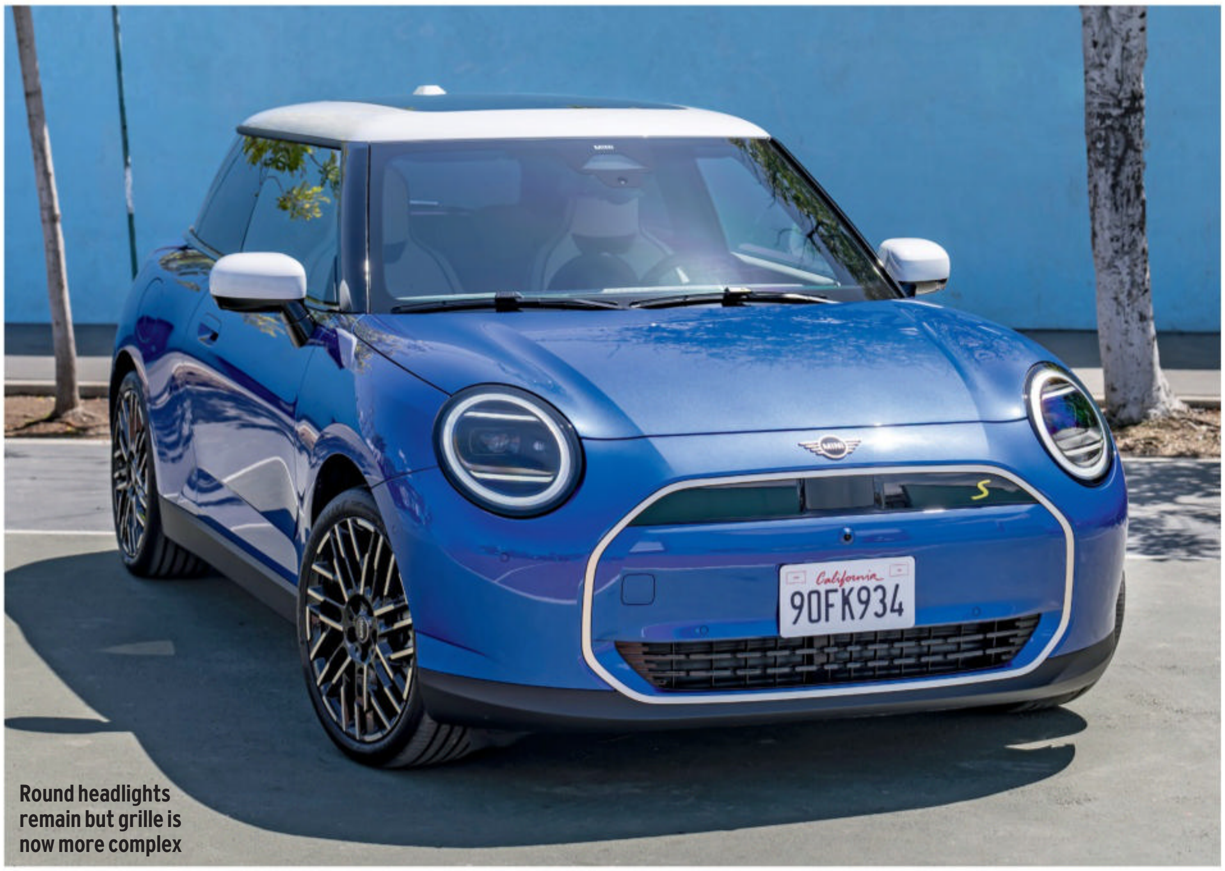
Renault Clio is in line for a sweeping design and technology update to keep it on sale

UK NEW CAR SALES RISE, LED BY EVs

A record number of new EVs were sold in the UK last month, with more than 46,600 registered. Overall, the country's new car market achieved an eighth consecutive month of growth, with 287,825 units sold (up 18.2% on March 2022).

KIA TO BUILD ELECTRIC CARS IN EUROPE

Kia has committed to building small and medium-sized EVs in Europe as they are "the key drivers of sales in the region". Its long-standing Slovakian plant, which produces 350,000 cars yearly, could be heavily upgraded to facilitate the EV builds.



Round headlights remain but grille is now more complex

First look at all-new Mini hatch

Purer design ethos, fresh interior, bespoke EV platform and updated engines for 3dr

The all-new Mini hatchback has been seen for the first time, having shed its camouflage ahead of a launch early next year.

The second generation of Mini's small EV – now called the Cooper – will be built in China atop a new front-wheel-drive platform engineered by Spotlight Automotive, BMW's joint venture with Great Wall.

A petrol-engined version, evolved more obviously from the current car, will be built in Oxford, sitting on an entirely different platform but taking the same design direction.

Autocar has already reported in-depth details of the long-awaited 2024 Cooper, following a briefing from Mini boss Stefanie Wurst and a prototype ride in Sweden, but this is, at long last, our first look at the final production design.

The resemblance to today's car is evident, and indeed it still measures roughly 3800mm from bumper to bumper, but it's clear Mini's designers have worked hard to make good on a promise to bring "the iconic hatch back to its roots".

A wider track, shorter overhangs, a longer wheelbase and larger wheels give the Fiat 500 rival a noticeably more purposeful stance, while the company's vocal commitment to minimalism (and thereby sustainability) extends to a much purer and simpler overall treatment.

Gone are the chunky black plastic wheel-arch claddings, clamshell bonnet, contrasting trim accents and chrome headlight surrounds of today's Mini Electric, in favour of a fresh look majoring more on function than fashion.

Wurst recently gave Autocar some insight into why the car was being reinvented with less of an overt 'premium' focus: "I think Mini in a way is a very modern and contemporary product. It isn't about being big or premium, it's about a certain lifestyle that you have. You take things more easily, you're not tense about what your income status is, what kind of hierarchy level you work at. It's more a state of mind."

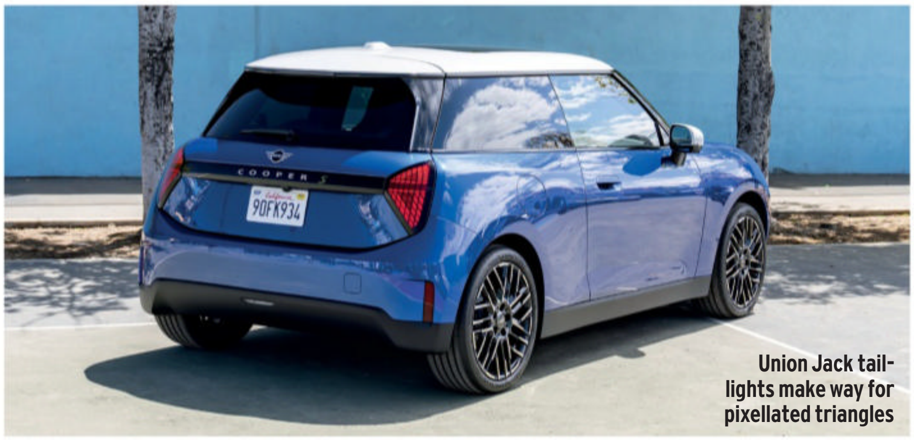
Length is unchanged but now more in wheelbase than overhang

The interior of the new car has yet to be shown, but it will follow suit with an emphasis on approachability and simplicity. There will be an ignition key-style starter, for example, and physical switches and buttons will still be used for the most important controls. Mini's trademark circular central display will be filled by an infotainment screen and there will be no traditional gauge cluster, with important data and information instead displayed in a "funky" way on the dashboard.

The electric Cooper is due on sale in May 2024, followed about two months later by the petrol Cooper.

The new EV will match the current Electric's 181bhp and is expected to get from 0-62mph in roughly 7.0sec. That would make it nearly as quick as today's petrol-engined Cooper S hot hatch and, more importantly, a close rival to the new Abarth 500e.

But that won't be the quickest EV: a warmed-up Cooper SE is in the pipeline with 215bhp, promising to serve as a contender for supremacy in the nascent electric hot hatch segment. And that will eventually be eclipsed by a John Cooper Works, thought to muster around 250bhp.



Union Jack tail-lights make way for pixellated triangles

The electric Cooper will use a 40kWh battery for a claimed range of 240 miles (up on just 150 miles in today's Electric), while the Cooper SE will use a larger, 54kWh pack to push closer to 300 miles.

Mini has yet to confirm how quickly the electric Cooper will charge, or how the battery is arranged within the platform.

The petrol Cooper – basically a heavily updated and rebodied version of the hatchback that has been on sale since 2014 – is expected to use fettled versions of today's turbo engines (a 1.5-litre triple in the Cooper and a 2.0-litre four-pot in the Cooper S) with commensurate improvements in efficiency and performance.

Detailed specifications won't be shared until closer to launch, but we expect the electric Cooper to start some way above £30,000, given that the Electric already costs from £32,550.

Its closest rival, the Fiat 500 EV, opens at £28,195 currently, but that's with a 24kWh battery and a range of only 118 miles.

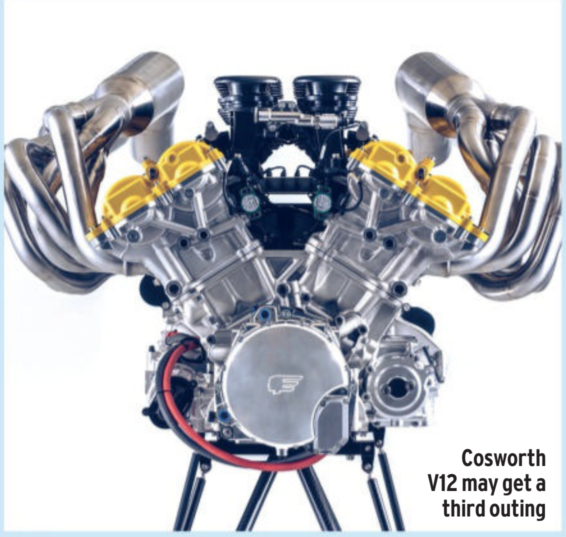
From launch, the Cooper line-up will comprise just a three-door hatchback with the choice of a petrol or an electric powertrain.

The five-door hatchback will be indirectly replaced next year by the similarly long but higher-riding, electric-only Aceman.

A replacement Convertible is also in the works, but this isn't expected before 2025.

FELIX PAGE

Murray plots new final pure-V12 car



Cosworth V12 may get a third outing

Murray: "I have all sorts of ideas"

THE THIRD PROJECT from Gordon Murray Automotive could draw its power from a non-electrified V12 engine, pushing back the young firm's first hybrid unit until Project Four.

Speaking to Autocar, founder Gordon Murray said recent European exemptions to the 2035 new combustion cars ban – which allow car makers producing fewer than 1000 cars per year to continue sales (GMA plans to make around 100 cars) – opens the door to "squeezing out" another pure-V12 model.

"When we launched T33 [after T50], we said that was absolutely and categorically going to be the last non-hybrid car that we would make," said Murray. "But, of course, with these rule changes, we might even squeeze out another with Project Three."

However, there are obstacles in its way. One is here in the UK, where the government last month announced it would not mirror the EU's plans. Another is the US, which accounts for around half of GMA's total sales, said Murray. Currently, states are drawing up their own plans.

Speaking about what form the car, due in 2027, will take, Murray said this is still up for debate: "In my head, I've got all sorts of ideas."

But he indicated it will continue in the same vein as the T50 and T33.

T33 and T50 variants were to be GMA's only pure-V12 models

UNDER THE SKIN
JESSE CROSSE

WHY YOU'LL NEED ROBOTS TO CHARGE YOUR EV

Hyundai's ACR uses sophisticated tech to charge the vehicle

CHARGING EVs, and particularly how fast EVs can be charged, is seen as a major barrier to their uptake. Speed is going to become an ever more pressing problem because, unlike petrol and diesel cars, EVs need a dedicated parking spot for a significant period when charging, so the less time they spend doing it the better.

However, faster charging and higher power being transmitted will mean cables become heavier, thicker and more cumbersome. That will make conventional handling difficult or impossible, especially for people with mobility problems. It may also make things trickier in the dark, simply in terms of presenting a charger plug to the charge port and plugging it in. Hyundai's answer to all this is the automatic charging robot (ACR).

The ACR was revealed in CGI videos last year but the real thing was on display at the 2023 Seoul mobility show in March. The ACR is installed at the side of a parking bay. The driver of the car (which in the demo is an Ioniq 6) pulls up in front of the bay, hops out and presses a button on the key fob, which instructs the Ioniq 6 to self-park and charge. At that point, the car manoeuvres autonomously into the right position, and the ACR communicates with it to open the charging port and plugs in. Once done, the robot unplugs, the port closes and the driver gets a prompt on the phone to say charging is complete.

To make the system work, the robot has to figure out the exact position of the car, the shape of the charging port, the weather, the presence of any obstacles (which may be human) and the weight of the cable. The brains behind the routine is an algorithm, 3D camera-based artificial intelligence and advanced control technology that enables the robot to handle the chunky cable with the light touch needed.

The robot is designed to work in the open in common with existing chargers and is certified to IP65 under the international IP (Ingress Protection) rating system. Six is the highest score in the dust-proofing category and five means it can withstand a high-pressure water jet.

Robot charging has been getting a fair bit of attention over the past few years. Volterio has developed a system resembling a giant mouse that manoeuvres underneath a car and plugs into a dedicated charge port. It's also working on a unit that's embedded in the ground.

The Schunk Group has designed an underbody system that pops up from the ground and locates an underbody charger installed on the car. The technology can be applied to ultra-rapid DC systems able to deliver enough charge for 375 miles in a few minutes and 22kW AC home units that can sit on a garage floor and connect to a wallbox.

Electronics giant Siemens has a solution too: a robot system that can deliver 300kW and simply requires the car to park in a marked area to be charged.

OFFICIAL PICTURES

Ford bolsters electric van line-up

E-Transit Courier becomes its smallest commercial EV; will be built alongside Puma

Ford's all-out electric reinvention is gathering pace as it introduces the new E-Transit Courier, the crucial electric variant of its smallest van.

The second-generation Courier arrives hot on the heels of the new Explorer SUV to join the mid-sized E-Transit Custom and full-sized E-Transit. It will be built at Ford's Craiova plant in Romania alongside the Puma crossover, with which it shares a platform. Turkish joint-venture partner Ford Otosan has taken ownership of the Craiova plant and invested some £430 million in adapting the second production line, on which the Ecosport crossover was previously built, to produce the new small van.

Combustion-engined variants – 1.0-litre petrol and 1.5-litre diesel units shared with the Puma – will arrive first, in the third quarter of this year, followed by the EV around a year later. A passenger variant, badged Tourneo, will arrive later, complete with EV option and set to be Ford's cheapest dedicated passenger car in Europe following the impending demise of the Fiesta.

Full technical details of the new commercial EV will be revealed closer to launch, but Ford has already confirmed that it is powered by a 134bhp, 214lb ft motor on the front

Electric Courier has a 700kg payload capacity and can tow 750kg

Genesis previews coupé SUV

OFFICIAL PICTURES

GV80 Coupé Concept closely mirrors the production version

THE NEXT STEP in Genesis's model expansion has been previewed with the new GV80 Coupé Concept at the New York motor show.

As the name and styling suggest, the concept is a coupé version of the brand's GV80 SUV and is set to go into production late this year or early next year. It follows the Genesis X Speedium Coupé Concept that was unveiled at last year's New York show, although this time the production intent is clear.

Genesis says the concept serves as "a statement of intent for the future, hinting towards more emotional and performance-oriented models".

To that end, it is notably sportier in its styling than any Genesis model to date and will line up alongside the likes of the Audi RS Q8 and Porsche Cayenne Coupé when it reaches production.

No technical details of the concept have been confirmed, but the styling alone suggests that it is powered by the twin-turbo 3.5-litre V6 engine offered in the standard GV80 (an engine not available in the UK). One notable design feature is the front lights, which extend around the front corners of the car and towards the base of the A-pillar.

Headlight strip extends along the wing and past the wheel arch

Dash and infotainment will follow road cars'; cabin gets lots of storage

axle, can reach a top speed of 90mph and can charge at 100kW, giving a 10-80% top-up time of less than 35 minutes.

The new baby Transit is "bigger in every dimension", according to design boss Amko Leenarts, touting a 2900-litre cargo bay (up 25%) and – in electric form – a 700kg payload (up 118kg over the outgoing diesel variant) and 750kg towing capacity. There is also a 44-litre 'frunk' for stowing charging cables and other smaller items and an optional load-through bulkhead that allows the Courier to carry items up to 1.8m long.

The cabin features a completely new dashboard modelled on that used by Ford's latest passenger car line-up. It has a 12.0in digital instrument cluster and a same-size central touchscreen running the latest version of the firm's Sync infotainment software. Ford says there is also "a huge amount of optimised storage, including space for tablets, paperwork and, of course, that important cup of coffee".

FELIX PAGE

E-TRANSIT REVEALS PUMA EV SECRETS

Early details of the new E-Transit Courier give strong clues to the make-up of its passenger-carrying platform-mate, the Ford Puma EV. Ford says it has "engineered the electric powertrain together for Puma and Courier at the same time", which suggests the two will share broadly similar specifications.

Ford says it is only working on one battery for the E-Transit. Based on preliminary charging figures, it is expected to have a capacity of around 55kWh, which would be enough in theory for a competitive range of around 230 miles in the Puma EV.

If it uses the same 134bhp motor as the E-Transit, the Puma EV should near enough match its Peugeot e-2008 rival's 0-62mph time of 9.0sec.

AUTOCAR IMAGE
EV24 FRD

Puma EV will share its powertrain with the new E-Transit

IMPRESSIVE RANGE BOOSTS FOR REVAMPED VOLVO RECHARGE MODELS

The refreshed Volvo C40 Recharge Twin has achieved a WLTP range of 342 miles, following official tests. It will arrive later this year, along with its refreshed XC40 Recharge Twin sibling, which is said to have a 334-mile range (up 64 miles). The single-motor variants get a range boost too, mainly due to a switch from front- to rear-wheel drive, with the standard C40 Recharge and XC40 Recharge models now achieving 297 and 290 miles (up 25 miles) respectively.

Jim Holder

INSIDE INFORMATION

Explorer leads Ford's new ethos for selling cars to Europeans

UNAPOLOGETICALLY American. Two buzzwords on which Ford has staked its future in Europe. Two buzzwords that, I'm guessing, are sparking either excitement or fear in you right now – or maybe a bit of both – depending on your world view.

Baseball, burgers and big, brash events are all things I think the Americans do exceptionally well. Donald… actually, I won't go there. But I will offer up one controversial suggestion of an American shortcoming: exporting car brands to Europe.

Harsh? Of course. There are exceptions. But, by and large, there are reasons why American brands haven't fared well in Europe (and vice versa). Either way, I'd argue Ford's past sales success has largely been down to it being perceived as having roots here, even if it was headquartered across the pond.

Proof? Chevrolet – which was launched in Europe in 2005 and announced its withdrawal one model cycle later, in 2013 – springs to mind as an example of how wrong it can go, although I accept it could be seen as an unfair comparison, given the roots of its models in Korean brand Daewoo's back catalogue. Even so, as a name, Chevy got no traction. The Aveo, Captiva, Cruze, Orlando and Spark largely lived and died tended to by rental firms.

Another? Jeep is still here, plugging away, its fortunes ebbing and flowing (but mostly ebbing). Admittedly, at one point, around 2018, it looked like a potential Land Rover rival in terms of volumes. It could be again, although if it is, it will be propelled by the European Car of the Year Avenger, which, lest we forget, is built off a Stellantis platform and paired to a French-made electric motor.

Yet maybe, just maybe, Ford's timing is right. What put people off buying American cars in the past? The brand or the capabilities of the vehicles they were producing? I'd argue the latter: largely, it was the difference in tastes between model types and sizes, powertrains and ride and handling expectations, summarised simply if naively by one region driving on long straight roads and the other relishing short hops on twisty ones.

Now, though, the global taste is for SUVs (of wildly varying sizes), the powertrain choice set to be limited to an electric motor and battery and the ride and handling homogenised (and compromised) as a consequence. In brutally simple terms, it's why Chinese brands with little or no equity see now as their opportunity to break through. In that context, Ford's decision to reaffirm its heritage and distil its offering back to its roots makes more sense.

As such, a lot hinges on the nuances of what Ford means by 'Unapologetically American'. Forget the buzzwords; they may jar with some, but if buyers like the products in this post-Fiesta, post-Focus era, it might be a simplification that returns the brand to profitability and finally puts it back on track in Europe.

Shocking variation in garage rates uncovered

Labour costs can vary by more than £50 an hour in a 10-mile radius

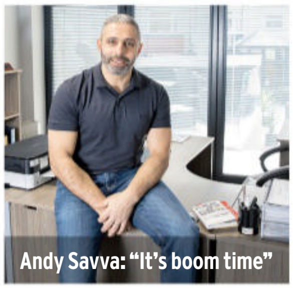
Motorists anxious to save money are being advised to shop around for servicing after a major survey found huge variations in garage labour rates around the UK.

The survey, by What Car?, compared the hourly labour rates of 279 independent garages around the UK, all of them members of the Independent Garage Association.

It revealed that where some garages are only a few miles apart, their labour rates can differ by more than £50 an hour. For example, the most expensive region to have a car serviced is within the M25, where hourly labour rates among the areas surveyed average £105. However, motorists who shop around can save £51 by driving just 10 miles from south-west London – at £141, the UK's most expensive area – to Sutton, where an hour's labour costs £90.

Elsewhere, in Leeds and Oldham the average hourly labour rate is £78, but just 20 miles away in Huddersfield it's £47. In fact, according to the survey, the West Yorkshire market town is the UK's cheapest place to have a car serviced.

The What Car? research also showed that the UK's average labour rate is £76 per hour. This is a significant increase on the average hourly rate of £47 that a survey by the Independent Garage Association found to be the case in 2020. Within the M25, the same survey found the highest hourly rate was £55, or £86 less than the highest rate today.



Andy Savva: "It's boom time"

> "At £47 per hour, Huddersfield is the cheapest place in the UK"

Nevertheless, ex-garage owner Andy Savva, a consultant who trains and advises garages and who is known in the trade as The Garage Inspector, says today's average labour rate is still not high enough to support a business.

"I coach thousands of garage staff and the single biggest mistake they make is to align their hourly labour rates with local rivals – this despite their very different costs, skills and facilities," he said. "Their explanation is that if they don't, they will be uncompetitive and lose business. However, on average it costs around £60 per hour just to operate a typical garage with all its running and fixed costs. To pay it, labour is all they have. Aside from parts, it's all they sell and they should value it. If they don't, they will lose money, and their premises, facilities and the quality of the staff they employ will deteriorate, at which point customers will ask why they should spend their money with them."

Another casualty of low labour rates, he says, is recruitment and retention. The average salary of an experienced vehicle technician is £36,000 and it doesn't rise much higher. Coupled with garages' traditionally poor working environments, Savva claims people are being tempted away from the industry. "Shoddy premises and poor salaries have been a problem for years and few in the industry are trying to do anything about it," he said.

Despite all this, Savva believes there's never been a better time to open a garage: "Covid and the awful quality of public transport taught people to appreciate their cars, while high vehicle prices are encouraging them to keep them for longer. It's a boom time for the aftermarket, with long waiting times for servicing. Garages should capitalise on this."

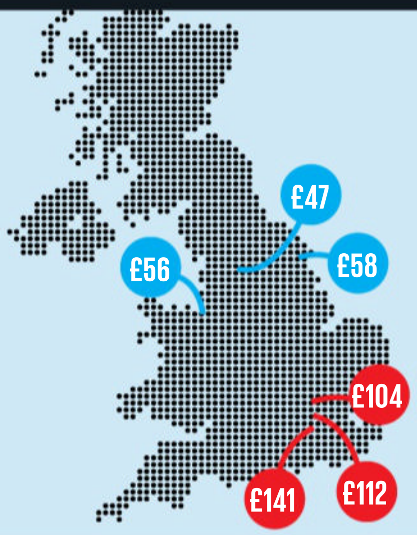
JOHN EVANS

A recent What Car? survey found that 77% of motorists do not typically compare labour rates before choosing a garage and 58% of drivers return to the same garage every time.

HOW MUCH? IT DEPENDS WHERE YOU GO

THE 10 CHEAPEST AREAS FOR GARAGE LABOUR

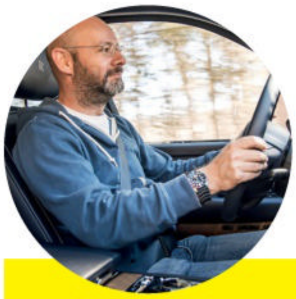
1	Huddersfield	£47
2	Chester	£56
3	Hull	£58
4	Llandudno, Shrewsbury and Swansea	£59
=5	Blackburn	£60
=5	Bradford	£60
=5	Belfast	£60
=5	Darlington	£60
=5	Hereford	£60
=5	Warrington and Wigan	£60



THE 10 MOST EXPENSIVE AREAS FOR GARAGE LABOUR

1	South-west London	£141
2	North London and north-west London	£112
=3	Watford	£104
=3	Southall and west London	£104
5	Harrow	£103
6	Twickenham	£101
7	Croydon	£94
8	Bromley and south-east London	£93
9	Oxford	£91
10	Sutton	£90

GETTY IMAGES



Matt Prior

TESTER'S NOTES

Mada 9, once a Mk9 Corolla, will serve as Afghan 'ambassador'

An animal rights group once erected a billboard featuring photos, scanning left to right, of various pet-like dogs and cats, a rabbit, a horse, a chicken, cows, a pig and a duck. The caption read: "All animals want to live… where do you draw the line?" A wag scrawled a line between the horse and chicken and wrote: "Right about here."

The truth is that we all have lines, uncrossable moral thresholds, for virtually everything and make judgements on them tens of times a day.

When it comes to cars, would you, for example, buy one from the Taliban? It's unlikely that you will get the chance, I know. But in case you missed it, in January a Taliban spokesman announced Afghanistan's first supercar, the Entop Mada 9. It's sleek but, knowing what you do about the Taliban, would you buy one, even if the panel gaps were tighter and it didn't have an old Toyota Corolla engine?

I'd be out, certainly. And there are other countries about which I'm sufficiently discomfited that I will discreetly decline going there. (I'm not expecting an imminent invitation from Entop.) For instance, I was no fan of the 2021 Dakar Rally reportedly running just several hundred metres past a prison in which women's rights campaigner Loujain al-Hathloul was jailed, in part for campaigning for women's right to drive in Saudi Arabia.

Will you consider the plight of the Uyghurs when buying an MG?

> "One solution would be to forget the moral take at all. But you can't, can you?"

Which brings me to China. MG cars are cheap to buy in part because MG's parent company is SAIC, which is itself owned by the Chinese state. This is a state that Amnesty says "harasses and imprisons individuals for practising religions or beliefs" and has "systematic repression of ethnic minorities". The US says it must "counter [China's] aggressive and coercive actions" and Nato says China "seeks to undermine the rules-based international order".

Should one buy an MG when the company's ultimate boss was shaking hands with Vladimir Putin last month? And if not, by association – given that SAIC has joint ventures with General Motors and the Volkswagen Group – at what point is buying from them okay? Avoiding a car from the joint venture? Or not buying a Porsche 911?

If you're noticing that there are more questions than answers here, it's because – as with so many things – it's nigh impossible to take a position and not be a hypocrite.

I believe that where I live is one of the world's fairest countries, but still, one doesn't need to be reminded that not so long ago it involved itself in a war the UN described as "illegal" and during which its Intelligence and Security Committee admitted that it "tolerated" torture. And only last month, its largest police service was called "institutionally racist, misogynistic and homophobic" by an independent report.

Not comparable, you might say, and I might agree. But the problem with high horses is that it's a long fall from them. Where do you think the laptop that I use to do this job was made?

One solution would be to forget the moral take at all. But you can't, can you? I could eat a fish but not an elephant. I will give custom to the ex-offender who works at Timpson, but I wouldn't employ Gary Glitter to clean my windows. You might avoid animal products but accept that bees will be squashed by the train you're taking. How does one feel when a malign state or an individual one despises buys the sports team one has always loved?

Once things were easy. We bought things made locally by people whose values largely aligned with ours, and if they didn't, we probably wouldn't have known it anyway. Today, we all have countless lines and countless opportunities to argue about where to put them.

GET IN TOUCH
✉ matthew.prior@haymarket.com
@matty_prior

Absolute Radio

WEEKENDS ARE FUNNY

Absolute Radio

THE FRANK SKINNER SHOW
SATURDAYS, 8-11AM

THE JASON MANFORD SHOW
SUNDAYS, 8-11AM

DIGITAL RADIO, APP & SMART SPEAKER

Steve Cropley

MY WEEK IN CARS

Last Atom V8 is at the British Motor Museum on temporary loan

MONDAY
Do you realise it's well over a decade since Ariel put its mighty 850bhp-per-tonne Atom V8 on the market? I didn't – until I happened to contemplate how much water has passed under the bridge in the meantime. Typically, Ariel were the only people to make a true success of that Hartley flat-crank 3.0-litre engine producing 470bhp – and were duly able to charge £150,000 for each of the 25 Atom V8s they made.

I was thinking these thoughts the day Ariel founder Simon Saunders dropped the last V8 off at the British Motor Museum, to be exhibited for a while. I'm not sure the BMM has anything more powerful. Or more eye-catching. Saunders tells me the precious space in their little Crewkerne museum is now taken up with a second 1920s Ariel car – which means the company has cornered the market. Interestingly, both of those century-old Ariels have only one passenger door. It has taken all these years to hone the Ariel door count down to zero.

TUESDAY
I chose the best couple of days of the year so far to take a short motorbike tour of the Isle of Wight, below Southampton and Portsmouth, with my son. This was the first decent shakedown we've had for months. It made me think again how close is the enjoyment to be had from bikes and good cars – precision, performance, freedom – and how often it occurs to me that confirmed car-only people are missing out. Learn to ride, if you want to. Time's passing.

WEDNESDAY
I have to say that amid this regrettable Top Gear/Freddie Flintoff situation, I'm concerned that our admired former colleague Chris 'Monkey' Harris might not continue to get the TV airtime he deserves. Working with several sets of 'stars', he has consistently been the one who could really drive, whose opinions were worthwhile and who stated them – as he always did at our place – without fear or favour. My dream for Chris would be that he would find some enthusiasm and a prominent outlet for a series about driving technique, during which he drives and describes a bunch of great cars. No one explains that stuff better.

> "Confirmed car-only people are missing out. Learn to ride"

THURSDAY
I feel like I should hold my own private five minutes of silence (one for each decade) for the ICE Volkswagen Golf, the death of which has reportedly been confirmed, and which I have followed through its entire career. It bobbed up in March 1974, when I'd been doing this job for one year, and I've never forgotten what a breath of simple, design-led fresh air it represented. When you stepped from a Beetle to a Golf, as I often did, you simply couldn't resist a rush of admiration for those people who so clearly saw the future – Giorgetto Giugiaro, greatly feted as its designer, and Rudolf Leiding, who brought the car to production and began VW's climb out of financial disaster but left the company a year after the Golf went on sale.

I never paid my own money for a Golf. I never ran one as a long-termer. Right now, that looks like a grave oversight.

Bikes and good cars press similar buttons

FRIDAY
I can't tell a lie. I've just finished reading our first verdict on the BMW M2 (nice one, Ricky Lane) and I find the whole thing uplifting. Cars like this – and the Toyota GR86 that my pod-mate Matty Prior was recently shown elegantly drifting on video – seem to be the whole point at present. Whisper this, but they're actually miles more capable than hypercars costing five to 20 times as much, plus they're far easier to own and drive. And (my opinion) they even say better things about you. A superb way for the filthy-rich to save half a million.

AND ANOTHER THING...

Mission next week: contact the Niche Vehicle Network and discover what they think of the latest round of government pronouncements that seem to summarily ban specialist ICE cars beyond 2030. I can't believe they're taking it lying down.

GET IN TOUCH
✉ steve.cropley@haymarket.com @stvcr

WHAT CAR? new car buying made easy

WHAT CAR?
would you
buy...

...search new car deals
on **whatcar.com**

Compare Save Buy

SZ22 GTL
AY72 BFK
ZK22 SRT

Damien Smith

RACING LINES

Restart on lap 56 of 58 induced absolute mayhem

Should red flag come out to clean debris from track?

As with Premier League football, a weekend of Formula 1 can't pass without questionable refereeing decisions overshadowing the state of play. Take the Australian Grand Prix, where the FIA stewards once again found themselves thrust centre stage as they suspended the race three times and still couldn't prevent an anticlimactic safety car finish, more than two and a half hours after the original start.

THE FIRST RED FLAG

Only one of the three red flag calls was clear-cut. The first, after Alex Albon had lost his Williams and scattered gravel and debris across the track, immediately opened debate. Couldn't the marshals have cleaned up under a safety car, some asked. Not without the chance of leaving some detritus that could cause a puncture. In the past, F1 races were never stopped simply to clean the track, but there's a sliding scale of what constitutes a safety risk, and today it's weighted heavily in favour of caution.

Whether that's right or otherwise, it ruined George Russell's day when he gave up the lead to pit under what he thought would only be a safety car, but then the red flag was called. His Mercedes-AMG team-mate Lewis Hamilton (who had also wanted to pit but couldn't because the lead car had priority) inherited the lead, and Russell was suddenly seventh. He was in fourth when his engine blew. Tough luck.

THE SECOND RED FLAG

Much later on, when Kevin Magnussen's Haas whacked the wall at Turn 2 and lost a rear tyre, there were just four laps left to run. Cue echoes from last September, when Daniel Ricciardo suffered a late retirement in his McLaren at Monza. That day, the Italian GP finished lamely behind the safety car – to the dismay of the crowd and watching world. Why hadn't they stopped the race to allow for an exciting sprint finish, sobbed the non-purists? This time in Albert Park, the stewards pulled the debris card once more and did stop the race. But was it really to avoid another anticlimactic finish?

The spectre of the 2021 title-deciding controversy in Abu Dhabi also hangs over every late safety car or red flag call, as the FIA ties itself in knots over what constitutes fair sport within the framework of its own convoluted regulations while also juggling F1's undeniable status as show business.

> “We've said it before and we say it again: F1 must address its existential identity crisis”

Not for the first time, there's a contrast to Nascar. In the US, conscientious hand-wringing over such matters just isn't a thing: the show always comes first, and every driver and team has to accept it – sometimes for better, sometimes for worse.

THE THIRD RED FLAG

The chaos at Turns 1 and 2 after the third standing start of the day left the stewards with their easiest call in Melbourne. They had to suspend the race this time, with both Alpines planted in a wall and two more cars beached in a gravel trap. But what would they do about the result, with a lap still to run? Fernando Alonso's Aston Martin had been turned around by Carlos Sainz's Ferrari, and back in the pit lane he feared the worst as the stewards examined the scenario. But eventually the call went in his favour. A third restart was ordered, this time behind the safety car to formally complete the last lap – with Alonso restored to third.

Alpine lost out because its cars were too damaged to take the final restart, while Sainz was distressed to find he had landed a five-second penalty for the contact with Alonso. Running fourth, he was powerless to stop his Ferrari plummeting down the order once those behind passed the chequered flag.

But then… a differing precedent on restart orders of position set at the British GP last year triggered Haas to lodge a protest, arguing that Nico Hülkenberg should have been classified third instead of seventh. The protest was thrown out – but what a mess.

We've said it before and we say it again: F1 must address its existential identity crisis. If it doesn't want races to finish under safety cars, it should be set in stone in the regulations. Just look at Nascar, which makes a point of finishing under green flags. They call extra time and add laps, without a pang, to allow for a sprint finish. It's not simple for F1 because, without mid-race refuelling, such a possibility would require teams to overfill their tanks. Sacrilege in this finely tuned world. Yet showbiz artifice is already baked in. Just look at DRS, without which overtaking would still be so difficult.

So what does F1 want to be? Should entertainment come first, with the rules written accordingly, or should it stick rigidly to purist sporting principles at the potential cost of 'the show'? We all know which way that would go – too many dollars are at stake. But falling between the two stools, as it does now, clearly isn't working.

GETTY IMAGES

TESTED 29.3.23, LISBON, PORTUGAL **ON SALE** LATE 2024

AIWAYS U6

Do Okuyama design and Prodrive handling elevate this Chinese EV above the rest?

Aiways is unusual in that, unlike any other Chinese EV manufacturer, it has chosen to establish itself in export markets before building a fundamental sales base and widespread recognition at home. It was founded only six years ago yet is already represented in 15 markets.

Up until now, the Shangrao-based firm's volumes have been fairly limited. But with the launch of the U6, it is looking to build on its existing operations and enter more markets, including the UK.

There's pedigree in the styling of this notchback SUV. It was overseen by Ken Okuyama, the ex-Pininfarina chief who is credited with celebrated cars including the Ferrari Enzo, plus some of Japan's bullet trains. As such, the U6 has an eye-catching look as well as a class-leading drag coefficient of 0.25.

Among the distinguishing elements is what Aiways describes as a shark nose, with a blanked-off leading edge, thin horizontal LED daytime-running lights and vertically stacked headlights, all housed within a heavily structured bumper with a prominent splitter and small fins low on each side.

The U6 is 4800mm long, 1880mm wide and 1640mm tall, making it a touch larger in all directions than the Volkswagen ID 5, with a 29mm-longer wheelbase to suit.

The U6 has a uniquely styled five-seat interior featuring more tactile and higher-grade materials than those in the smaller, traditionally shaped U5. There is some hard plastic but mostly lower down, below the driver's line of sight. Most surfaces reflect a more mature and upmarket positioning than for Aiways' original model.

The basis for the U6 is a further developed version of Aiways' More Adaptable Structure, as used by the U5. This steel and aluminium

Despite its bulk, the U6 can almost match a Ford Fiesta ST off the line

TESTER'S NOTE
Unlike many new Chinese EV brands, Aiways is entirely the master of its own fortunes. There's no parent company, while its car factory in Shangrao and its battery assembly plant in Changshu are its own. **GK**

AIWAYS
U6
M AE 613E

Ride and body control are decent but there's not much dynamic intrigue

Interior impresses through its materials and infotainment tech

platform houses a 63.3kWh pack of lithium ion cells supplied by Chinese battery giant CATL and fitted within a flat floor. It can take rapid-charging rates of up to 90kW, which is some way off the pace now.

The material mix for the platform is crucial in providing the U6 with a surprisingly low weight of 1790kg.

Power comes from a single synchronous motor, mounted at the front. Developed and produced in-house by Aiways, it delivers 13bhp and 4lb ft of torque more than the motor used by the U5, at 215bhp and 232lb ft. Drive is transferred to the front axle via single-speed gearbox.

There's no physical start button inside; as in the U5, a press of the brake pedal primes the electrics and gets the car ready to go.

Step-off is quite lively, and the U6 is brisk enough to prove entertaining when you want it to be, with hot-hatchback-typical levels of performance. Gunning it from 0-62mph takes 6.9sec.

Power delivery is smooth and linear. There's noticeably better throttle sensitivity and calibration than that of the earlier examples of the U5. A series of regenerative braking modes provide varying properties, including one-pedal driving with strong deceleration under periods of trailing throttle.

Refinement is also good. There's a faint whine from the motor under heavy throttle loads and some tyre noise on coarse-surfaced roads, but overall the U6 is a quiet and relaxed car to drive.

The chassis tuning of the U6 was largely carried out in Europe, in partnership with Prodrive, the British outfit famed for running race and rally icons for BMW and Subaru and honing road cars such as the Aston Martin V8 Vantage and Mazda RX-8. But don't presume that makes the U6 a sports SUV: the dynamics are dependable but don't distinguish the car in any great way.

It grips well by front-wheel-drive standards, allowing you to string corners together with a good deal of confidence, and the damping and resistance to body roll (provided by MacPherson-strut front and multi-link rear suspension) are well judged, making for progressive body movements and generally controlled handling, but it's hardly overflowing with feel. And while the steering is light and precise, it's lacking in feel and feedback.

Aiways has been hinting at plans to enter the UK market for a few years now, and it says right-hand drive remains on the agenda, with plans for the U5 to arrive here by the end of this year and the U6 likely to get a start by the end of 2024.

What will be interesting to see when it does go on sale in the UK is how Brits react to a car that offers a good deal of style and substance but without any badge recognition or the reputation of the established Asian and European brands.

With a starting price of €47,588 (£41,700) in Germany, where Aiways has a sales and engineering base, it's pitched some €8000 (£7000) above the U5. Such pricing invites competition from the likes of the Kia EV6, Skoda Enyaq iV and Tesla Model Y – a fight in which surely only a brave gambler would back it. **GREG KABLE**

AIWAYS U6

A clear advance on the U5 in every regard apart from practicality but still pricey for what it is

★★★⯪☆

Price	€47,588 (£41,700)
Engine	Synchronous motor
Power	215bhp
Torque	232lb ft
Gearbox	1-spd reduction gear, FWD
Kerb weight	1790kg
0-62mph	6.9sec
Top speed	100mph
Battery	63.3kWh
Range, economy	252 miles, 3.7-3.9mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	Kia EV6, Tesla Model Y

TESTED 5.4.23, BEDFORDSHIRE **ON SALE** NOW

BENTLEY CONTINENTAL GT W12 MULLINER

Crewe combines ultra-opulent Mulliner trim with W12 Speed's honed mechanicals

The Bentley Continental GT range has become more streamlined but also more nuanced and less obvious. That said, the easiest way to identify a flagship Mulliner example remains via its wheels. Painted, polished and partially skeletonised, they would be unmistakable even at 15in in diameter, let alone at 22in, and are unique to the derivative that sits at the top of the Continental tree.

There's also the Double Diamond front grille, whose blindingly bright lattice overflows into the lower air intakes. Somehow it manages to be noticeably more noticeable than even the catch fencing of the standard car.

Your next task is to count the exhaust tips, to work out said Mulliner's calibre. A quartet means the presence of Bentley's Porsche-derived 4.0-litre twin-turbocharged V8. It makes 542bhp and is a tremendous unit for this application. Even this V8 Mulliner costs £228,155, which is some £50,000 more than the regular V8 S and almost an exact match for Aston Martin's discontinued V12 DBS (don't stress if you missed out, because the 759bhp DBS 770 Ultimate will live on for a bit). However, only two outlets mean you have the 6.0-litre W12 on your hands, and now it gets interesting.

Up until this point, the 12-cylinder Mulliner came with Bentley's twin-turbocharged W12 in its 'ordinary' 626bhp tune. The car also rode on the standard air-sprung chassis. Power, performance and driving satisfaction mattered, but they weren't necessarily the main event; luxury was. The Mulliner was the most luxury-preoccupied, ornamental model in the range and was the Continental happy to be thrown into a contest with the ultra-dignified Rolls-Royce Wraith. Less so against the DBS.

But now the brief has been reconsidered. Today, the W12 Mulliner is supplied with the chassis and powertrain of the 650bhp W12 Speed – a machine with more dynamism at its core.

Long-distance manners are sensational, given performance on offer

The resulting 24bhp uplift is essentially irrelevant in the context of a car that weighs as much as an S3 Lotus Exige with another S3 Lotus Exige parked on its roof. However, the chassis upgrades aren't irrelevant. Speed spec means the W12 Mulliner benefits from having a new torque-vectoring rear differential, retuned active anti-roll bars and an adaptation of the rear-steering set-up from the Flying Spur saloon. The Speed is as B-road-hungry as the current Continental gets, while the Mulliner is, as ever, the most lavish, so you can see what they've done here. The resulting uber-Conti costs £258,000.

Predictably, it's an almighty thing on the road, being utterly resolute yet showing plenty of poise. It's pretty almighty on a private test facility, too. A diary clash meant that, to photograph this car, we had

TESTER'S NOTE
Mulliner is growing. The Coachbuild division has given us the Bacalar and Batur; the Classic division is working on a dozen 1929 Blower rebuilds; and the Collections division is focused on customisation, which is very profitable. **RL**

Cabin is suitably opulent and always interesting; some plastics disguised as chrome, though

Mulliner's unique 22in wheels are shod in Pirelli P Zero tyres

> Behind the chintzy Mulliner grille, this car is an utter hammer. It would probably do 220mph

to piggyback another shoot, one taking place at Millbrook Proving Ground. As such, it would have been rude not to get out the telemetry gear and run some numbers.

Sitting at the start of Millbrook's mile straight in the W12 Mulliner's near-silent, double-glazed interior, with its milled-aluminium surfaces, endless stitching, quilted-leather door cards and other haute-level Mulliner finishing, you struggle to believe that 7.5sec later you will be doing 100mph. Mostly because that time would make this palatial Bentley faster to triple figures than Porsche's most recent 911 GT3 RS.

But telemetry doesn't lie. Such refinement and material richness shouldn't go hand in hand with this sort of pace, yet this a juxtaposition the Continental pulls off better than any other car, and the W12 Mulliner better than any other Continental. As that mammoth engine pumps 664lb ft of torque to four corners almost throughout its 6250rpm scope, and in an unbroken torrent, thanks to a still-excellent dual-clutch gearbox, you reside calmly in the eye of the storm.

That said, the potency of the performance stays with you. We took the car well into triple figures, and while Bentley claims 208mph, at Nardò I bet you would hit 215mph or even 220mph. Behind the chintzy grille, this car is an utter hammer.

So it's fast, but does it handle? As with the Speed, those chassis modifications improve the driving experience but don't transform it. This is a large and heavy car, best stroked along at seven- or eight-tenths, when it can be genuinely rewarding. The steering has authentic weighting and pacing. Combined with throttle response that's unexpectedly crisp under medium throttle loads, it means the Mulliner is intuitive to drive from the get-go. And while the 'box can take a moment to shuffle itself while you're manoeuvring slowly, it's polished at speed. It slips gently between cogs in its most laid-back map but, when you're on it, elicits a sharp yet satisfyingly rich glissando from the exhaust on upshifts.

Special mention also goes to the damping, especially in the Goldilocks Bentley driving mode, which feels custom-developed for British cross-country routes, because it is. It allows the body to breathe with the road, yet just when you feel all that heft is about to get away from you, it's delicately brought back to heel. Superb.

This car also slides neatly if you goad it, but quickly straightens up.

So, is it the ultimate Mk3 Continental? Depends how you frame it. At this price, you might not appreciate plastic gearshift paddles or the conspicuous lack of Android Auto. Consider also that the V8 S costs far less, is sweeter to drive and listen to and is hardly lacking in material comforts. In the case of the epic Mulliner W12, you really have to want excess, as if it were a commodity. Also know that this Mulliner costs what the 812 Superfast costs. The Ferrari is more tiring, but that V12…

In short, Speed internals with Mulliner finishing is a hell of a marriage. In that sense, this car really is the ultimate. At least for now. For the limited-run Bacalar (also a Mulliner job), the W12 was taken to 730bhp. Chief engineer Matthias Rabe has hinted that the Continental may soon breathe that kind of fire. A rabid Supersports model, as Crewe has done before, would justify the output. Won't come with levelling centre caps, mind.

RICHARD LANE
@_rlane_

BENTLEY CONTINENTAL GT W12 MULLINER

Magnificent and excessive, as would be expected from Bentley's sharpest chassis and most lavish cabin

★★★★☆

Price	£257,700
Engine	W12, 5950cc, twin-turbocharged, petrol
Power	650bhp at 5000-6000rpm
Torque	664lb ft at 1500-5000rpm
Gearbox	8-spd dual-clutch auto, 4WD
Kerb weight	2273kg
0-62mph	3.6sec
Top speed	208mph
Economy	20.6mpg
CO_2, tax band	311g/km, 37%
RIVALS	Ferrari 812 Superfast, Rolls-Royce Wraith

TESTER'S NOTE
While you can't have the Focus ST Estate with Ford's Track Pack, KW does sell an aftermarket suspension kit for it. **MP**

TESTED 21.3.23, NORTH WALES **ON SALE** NOW

FORD FOCUS ST TRACK PACK

Package of upgrades centred on special suspension for ultra-agile hot hatch

Ford has revived the – sorry about this – more focused version of the Focus ST by introducing the Track Pack. It's a more exciting-sounding set of modifications for the hot Mk4 Focus than those known from the pre-facelift ST Edition.

As our Matt Saunders noted when he drove that in 2021, Ford might have chosen a different name for a set of tweaks that warranted more attention than 'Edition' suggested. Verily, the world's most influential car magazine speaks, and here we are now with the ST Track Pack.

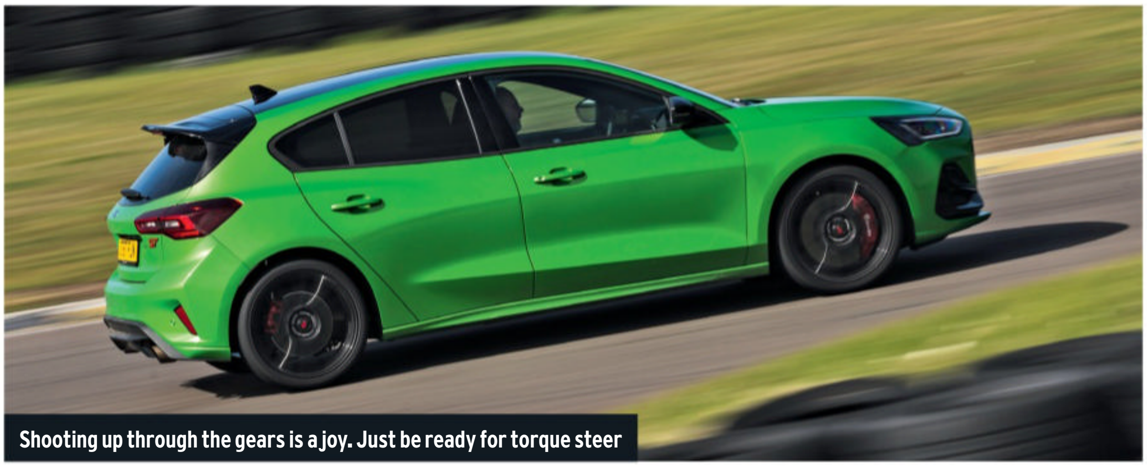
In seriousness, it's a more fitting name for a set of modifications made to the movable dynamic parts of the Focus ST. As standard, this is a hot hatch that we're remarkably keen on, because while it doesn't have the power and ludicrous aero of the Honda Civic Type R, it does have that lovely Ford way of going about life, riding with composure but absorption, responding quickly to your steering inputs and being willing to cock a rear wheel as it tucks itself into a corner.

The Track Pack gets specially developed Pirelli P Zero Corsa tyres, 19in flow-formed alloy wheels that are 10% lighter than the usual ones and front brake discs that are 10% larger than standard, at 363mm.

Then there's the bit that's worth shouting loudest about: adjustable coilover suspension by specialist KW. It uses what KW refers to as its Variant 3 coilovers, which in this set-up drops the ride height by 10mm (a further 15mm is possible) and offers 12-stage adjustment for compression damping and 16-stage adjustment in rebound.

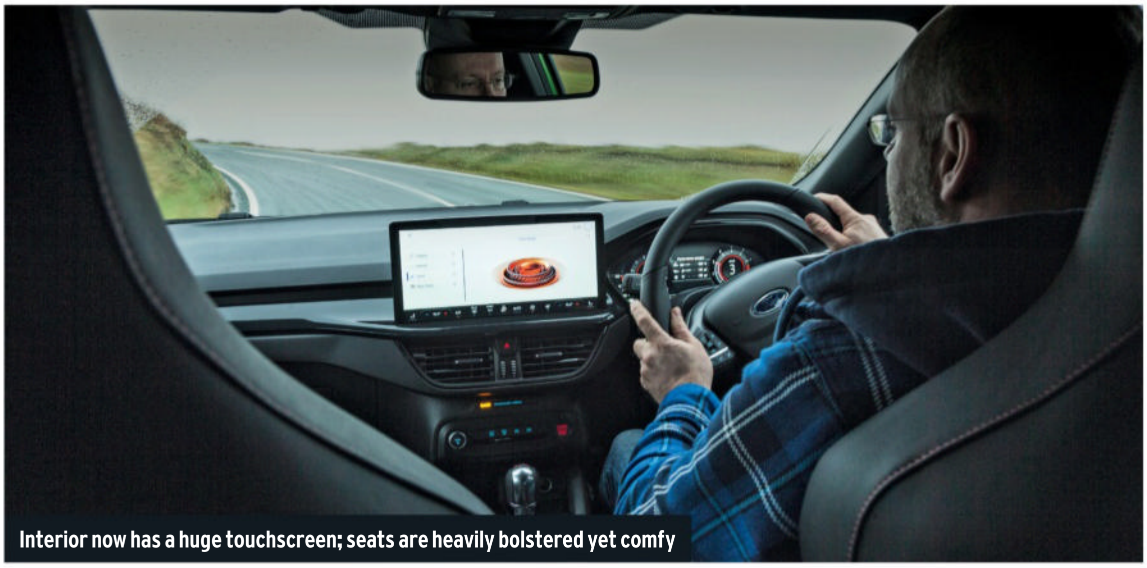
Making those changes isn't a matter of pushing a button in the cabin, nor opening the bonnet or boot – except the latter, to take out the KW tools. Then you pop the car on a jack or ramp and remove the wheels to make spring height and compression damping adjustments, while trim has to be removed from the boot or under the bonnet to change the rebound settings.

If I owned this car, I'm sure I would do this frequently enough to see what difference it would make. Rampless in a Welsh lay-by, though, I left everything in its default, Ford-recommended settings.



Shooting up through the gears is a joy. Just be ready for torque steer

It's desperate to dive in and out of a corner quickly, guided by elastic steering



Interior now has a huge touchscreen; seats are heavily bolstered yet comfy

> “Its blend of control and absorption is really terrific, and it's exceptionally agile”

Mechanically, everything else remains the same – which is no bad thing. The engine is a 2.3-litre turbo petrol four making 276bhp, driving the front wheels through a six-speed manual gearbox.

There is a Focus ST estate and an automatic option, but gratifyingly you can have the Track Pack only as a manual hatch.

It costs £3000 on the ST's base £36,950 and includes some obligatory visual changes. The roof spoiler, rear diffuser, front bumper inserts, front grille, roof and door mirror caps are in high-gloss black. The wheels are shiny black and the Brembo brake calipers are red. And the ST badges having black rather than chrome surroundings is a geek-level detail that, so help me, I quite enjoy.

It has been a minute since I last drove a Focus ST and I never got to try the Edition, but 'Track Pack' suggested to me something much firmer than the finely controlled yet acceptably pliant road car that has arrived here. There's no harshness.

Engineers talk about the merits of expensive damping, and on the aftermarket these KW coilovers cost around £2300 fitted. But it takes a car like this to see what they mean, creating a blend that seems to have no excess crash yet retains a level of sophisticated control that means crests and bumps are just shrugged off. It's really terrific, and Ford's standard settings hold up well on a track, too.

It's exceptionally agile (more so than the Civic Type R), resists washing wide and is consistently throttle-adjustable. It really dives into corners willingly, with steering springy and maybe over-reactive.

Fast Fords didn't used to be quite so hyper, and the Type R is probably superior to the Focus ST now. They border on caricature, although more so the Fiesta ST and Puma ST. Here, that masks deep reserves of ability, adjustability and downright fun.

The driveline neither gets nor needs changes. Sure, the Focus ST has less headline oomph than the 325bhp Type R, but a front-driven car can accelerate so quickly at road speeds, and they both have 310lb ft of torque, so there's little in it.

Meanwhile, the Ford sounds brappy and its gearshift is slick.

Traction is excellent too. As standard, the Focus ST has an electronically controlled limited-slip differential – not one of those 'brake an inside wheel' fake diffs but a proper BorgWarner device. It brings a nudge of torque steer, but I don't mind, because it reminds one that this is a powerful, fun and accomplished front-driven hot hatch. Now with a name to show it.

MATT PRIOR
@matty_prior

FORD FOCUS ST TRACK PACK

Pricey suspension brings new level of composure and accomplishment. Easy to like and cheaper than Type R

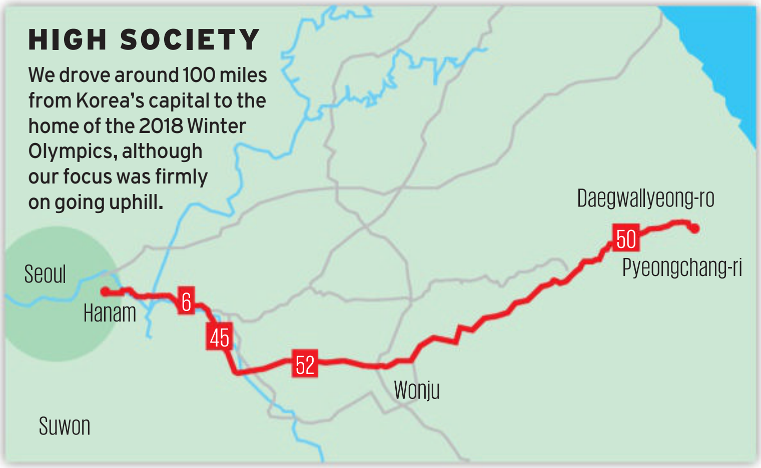
★★★★½

Price	£39,950
Engine	4 cyls in line, 2261cc, turbocharged, petrol
Power	276bhp at 5500rpm
Torque	310lb ft at 3000-4000rpm
Gearbox	6-spd manual, FWD
Kerb weight	1432kg
0-62mph	5.7sec
Top speed	155mph
Economy	34.9mpg
CO_2, tax band	185g/km, 37%
RIVALS	Honda Civic Type R, Volkswagen Golf GTI

SNAKE CHARMER

Jim Holder goes in search of Korea's Stelvio Pass to see how his favourite car of last year, the Genesis GV60, responds to the twists and turns that lie ahead

PHOTOGRAPHY JAE YOUNG-PARK



HIGH SOCIETY

We drove around 100 miles from Korea's capital to the home of the 2018 Winter Olympics, although our focus was firmly on going uphill.

Korea's fastest electric hot hatch. Korea's twistiest road. This one should write itself, right? As I glide out of bustling Seoul's surprisingly free-moving traffic and push east towards the rural coast, rolling along Route 60 amid a mixture of heavy trucks and a multitude of Hyundais and Kias, it's hard not to conclude that I've lucked in: the traffic is light, the weather decent and the Genesis GV60 all the car I remembered it to be.

As tradition dictates, at the close of 2022, we were all asked to nominate our cars of the year. Ferrari 296 GTB, Maserati MC20, Pininfarina Battista… In that company and with sales figures in the UK barely troubling the hundreds, my nomination of the GV60 felt sufficiently left-field that I opened the piece with an apology (although I should give honourable mention to Piers Ward for going with – and justifying – the Kia Picanto).

On reflection, I shouldn't have been so meek. Genesis may be a relatively new brand in Europe, and its understated quest to push the performance envelope of EVs into new territory, but there was never any doubt that the GV60 would be good. Sharing technology with the Kia EV6 and Hyundai Ioniq 5, among the best mass-market EVs on sale today, its family lineage was too special for it to go drastically wrong.

But it's better than good. Instead of phoning in a premium makeover, Genesis's team went all-in – on design, technology, dynamics, the lot. The end result is a car that manages to surprise and delight, carving a place – refreshingly and with such assurance that you could scarcely believe the brand was only six years old at the time (and barely on sale for a year in the UK) – among the premium elite. I toyed with five stars but kept my head – vindicated when the road testers did likewise as they homed in on its patchy low-speed ride quality, a bane of many electric family cars. Even so, it's the sort of vehicle that has the capability to overrule rational thought and make you go with your heart.

Where it excelled, at least in my view, was in two areas.

First, the execution of its interior, which is a masterpiece in quality, fine materials and reductionism, removing much of the clutter of a traditional dashboard but with the applied common sense of keeping buttons, toggles and switches where they work best. There are clever, fun touches too, none more so than the rotating sphere in the centre console that exposes the driving controls when you switch the car on. When was the last time that an Audi, a BMW or a Mercedes-Benz made you smile? Maybe I'm easily pleased, but the GV60 does that every time you switch it on or off. I would rather spend time in one than in any other premium rival.

Second, its dynamic ability shining through. True, it's not on a par with the most famous hot hatches, but when it comes to driving fun, the GV60 is fighting at the forefront of anything on sale that's powered by batteries. It's an EV that isn't just blisteringly fast off the line but hangs on in the corners too – and which is so proud to do so that it's engineered with a drift mode to signal its intent. It lives up to that billing – as well it should, given the engineering team is led by Tyrone Johnson, a former Ford stalwart who has the last-generation Focus RS among the gems on his CV.

So, destination Daegwallyeong, famed for its sheep farm, pine forest, temples and Alpine skiing. The name may not trip off the tongue in quite the same way, but this is Korea's Stelvio Pass, ➔

The Stelvio Pass is Europe's Daegwallyeong

A warning sign to savour. Time to give drift mode a whirl?

GETTY IMAGES

Trade's tailed off a bit since the Olympics

Hyundai, Kia and Genesis rule the roost here

← a series of hill routes through the mountains beloved of Hyundai Group engineers as they perfect the set-up of their latest vehicles. In large parts it's tight and twisty, hairpin running into hairpin. But there are faster, flowing sections too – on-camber, off-camber, dipping, bumping, always challenging. Enough, certainly, to get the pulse racing and expose dynamic strengths and flaws in equal measure.

It's a long way from Seoul, though. Excitement builds, but slowly. Underlining once again that the Koreans are up there with Tesla in extracting more from their battery cars, after a couple of hours on the motorway the GV60's 3.7 miles per kWh is about the most remarkable aspect of our journey, if you are willing to discount the fact that our local photographer 박제영 – pronounced Jae Young-Park – and I appear to have become best friends despite him speaking as much English as I do Korean. The power of translation phone apps.

But as we near our destination, it's clear something is awry. "Where," I ask, "is everyone?" He has barely drawn breath before the answer hits me. As we leave the motorway behind and head up into the hills, drizzle turns to rain at staggering pace and then, just as we follow the signs to the road we've travelled almost 6000 miles to sample, in the space of maybe 100 metres, a clear view turns to a fog so thick that I can barely see the bonnet. Mouth agape, I slow to an appropriate speed and curse as the road narrows and the twists I was only moments before relishing are covered in a shroud. For a few miles, there's no easy way out, no easy U-turn, and it's truly terrifying just how little I can see.

The best laid plans... Peering through the gloom, we find a lay-by and Jae hits the phone. Korea's Stelvio will have to wait for another day. I'm downcast, having travelled so far, but within moments the pitch and volume of my companion's chatter rises, and he points excitedly at the maps towards Daegwallyeong-myeon, in the Pyeongchang district.

For a moment I'm nonplussed, but then I remember: 30 minutes down the road is the base for the 2018 Winter Olympics, home to stadiums, accommodation and – of course – more towering mountain roads. There the weather is clear, he reassures me. There, finally, we can find out just how good the GV60 is.

Reinvigorated, I head downhill again, through villages, past rolling fields and towards the town. It's a long way to travel to somewhere that looks a lot like Wales on a blustery day, but what matters is what's at the end of the road. It's hard to imagine Pyeongchang pre-Olympics, given just how deserted it is and just how dominating the various stadiums →

It can charge at 235kW; 10-80% takes 18 minutes

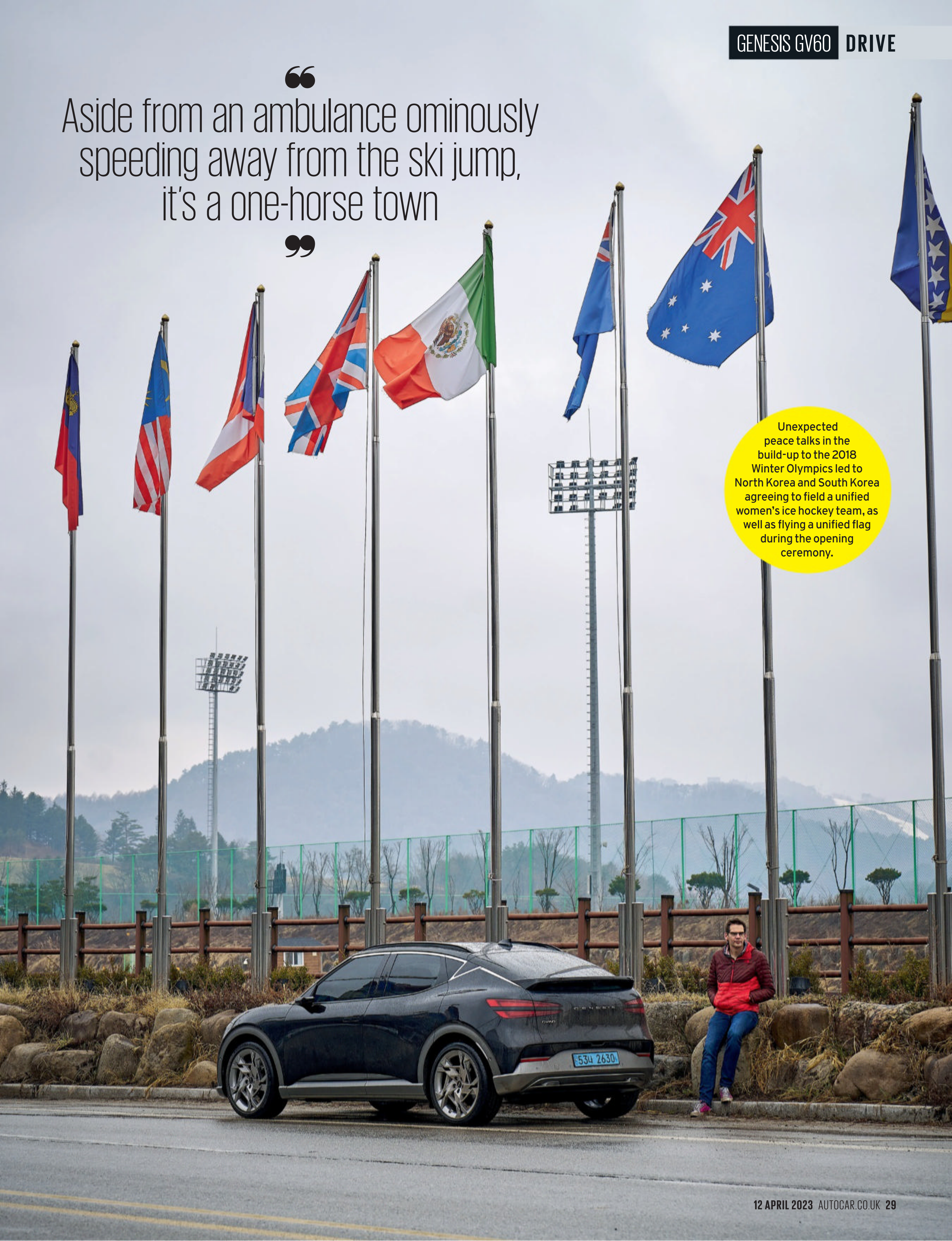
Standard 21in alloys wear Michelin Pilot Sport tyres

Plush interior has highly adjustable nappa front seats

Rotary controller and lots of buttons make life easy

Effective digital side mirrors are a £1240 option

> “Aside from an ambulance ominously speeding away from the ski jump, it’s a one-horse town”



Unexpected peace talks in the build-up to the 2018 Winter Olympics led to North Korea and South Korea agreeing to field a unified women’s ice hockey team, as well as flying a unified flag during the opening ceremony.

CAR RETAIL, GANGNAM STYLE

Refreshingly, one of the key ways Genesis wants to win your custom is with an unrelenting focus on customer service. For instance, every buyer is appointed a concierge, who is charged with making life as easy as possible, from home pick-ups for servicing to answering any questions you may have directly.

While UK sales are still building exponentially (127 in 2021, 1000 in 2022), the dedication to next-level experiences is the same.

Quite how far it can extend is on show in Gangnam, Seoul, at the Genesis Suji Studio, a near-5000-square-metre, four-storey building.

Here, every model sold by the brand is on show and every powertrain and colour variant available to test drive, so that customers can sample their prospective car before they buy. It also acts as a state-of-the-art handover facility, with customers able to watch their car as it's laser-scanned to ensure perfection before being handed over.

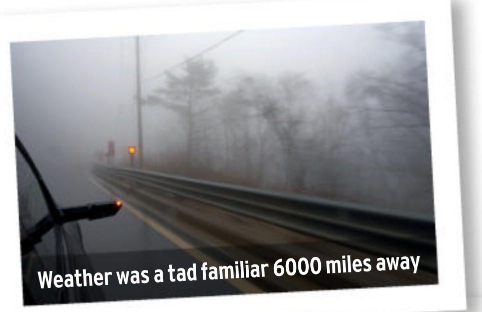
It's vast and impressive and even has a signature scent pumped around, identical to the one in every Genesis showroom around the world.

There are equivalents – Studio Hanam, also in Korea, and Genesis House in New York – and the prospect of similar in Europe. All are staggering for their scale and attention to detail.

No question, these venues are statements of intent, and as such they have marketing as well as practical value, a physical manifestation of that customer focus.

A tour brings to mind Mercedes-Benz World at Brooklands or Audi's West London flagship, and it gives a striking impression of just how determined Genesis is to break their luxury stranglehold.

Genesis Suji Studio in Seoul reflects brand's ambition


Weather was a tad familiar 6000 miles away

Empty roads let 483bhp EV work its magic

Olympic convoys drove through here five years ago

1 MILLION
Genesis as we know it today was founded in 2015. This year it will pass one million new car deliveries, with Korea dominating, followed by the US.

← and flag displays are. Aside from an ambulance ominously speeding away from the ski jump, it's a one-horse town – at least now as the last traces of snow are melting away, despite what today's weather suggests.

But then the moment arrives. At last. We peel off the main road and head upwards again. I can't help smiling as road signs caution that excessive curves lie ahead. I instinctively hunch up in the seat, say goodbye to holding on to any kind of impressive efficiency figures and settle in to just enjoy the car.

Whiiiiiiiirp. The acceleration is everything you would expect from having 429bhp and 516lb ft on tap, yet the sound (not speed) that accompanies it isn't unfamiliar to anyone old enough to remember a milk float making its escape at 5am.

There's a risk that could make the experience slightly comical, but it's anything but: the blinding pace of 0-62mph acceleration that takes four seconds, plus the precision of your throttle inputs, soon focuses your mind in other ways. If you've grown up on combustion engines, it's faintly surreal. The 'better or worse' debates can rumble, but there's no question it demands you reset your expectations.

Brake. Turn. Throttle. Boom. The GV60 eats up the road like few cars I've driven. In parts, it's disconcertingly effortless: there's no wrestling of the steering wheel, no torque steer to tame. Maybe just a few flickers of understeer, but barely. If there are any kinks in the chassis' ability to handle the pace, I don't have the depths of talent to expose them. No matter how fast I go, it just clings on. It's a rollercoaster of an assault on your senses, a workout for your stomach and neck muscles, yet in many ways quite benign. It just keeps on gripping. Impressive, certainly, although also with the impression that it's more planted than pliant or playful and consequently perhaps more fast than fun.

Keep your mind open, though. The right car on the right road should always put a smile on your face, and the GV60 does just that. Those lucky enough to have sampled the past might quibble, but there's something enticing about the reserves and accessibility of its pace. More so if you hit the steering wheel-mounted boost button and say hello to the punch of 483bhp, the hammer-crack of acceleration taking you up to naughty speeds very quickly indeed. It's enticing and, used in the right circumstances, enthralling. Just be on your guard, because when its reserves are exhausted and it lets go, I suspect you will be going very quickly indeed.

And then it's over. No more road. There's no heat from the bonnet, not even the tick-tick-tick of cooling brakes. Just a glide down from warp speed and we're heading home. Electric hatches take these things in their stride, but there is a veil of sweat on my brow and a grin on my face. Plus a slight concern that we're going to have to work out where the nearest high-speed charger is and how to use it, to make it back to Seoul. The price you pay for having fun. Jae perhaps sums it up best when he asks if now, six hours after we met, might be an appropriate moment for him to have a cigarette. On a stressful day for him, the GV60's pace has tipped his jangling nerves over the edge.

We pull over by a temple to take it all in. A bit of inner peace after a burst of aggression, if you will forgive the convenient analogy.

If I had the wherewithal and were in the market for a premium-badged electric SUV, I would buy a GV60 in an instant, although I might err towards an entry model, given it trades only a little speed for a bit more ride comfort than our range-topping Sport Plus model delivers.

The electric transition is in its infancy but on this basis is in fine hands. For all the curveballs we've faced, it has been an exhilarating day – and at the end of it, there's still the prospect of coming back another day in another car and tackling Korea's twistiest road in something even better.

> Brake. Turn. Throttle. Boom. The GV60 eats up the road like few cars I've driven

259-29
대관령마루길
Daegwallyeongmaru-gil

GENESIS GV60 SPORT PLUS

Price	£67,505
Engine	Two permanent magnet synchronous motors
Power	429bhp (483bhp on overboost)
Torque	516lb ft
Gearbox	1-spd reduction gear, 4WD
Kerb weight	2095kg
0-62mph	4.0sec
Top speed	146mph
Battery	77.4/76kWh (total/ estimated usable)
Range, economy	289 miles, 3.3mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	BMW i4 M50, Ford Mustang Mach-E GT, Tesla Model Y

AUTOCAR
SAVES YOU MONEY

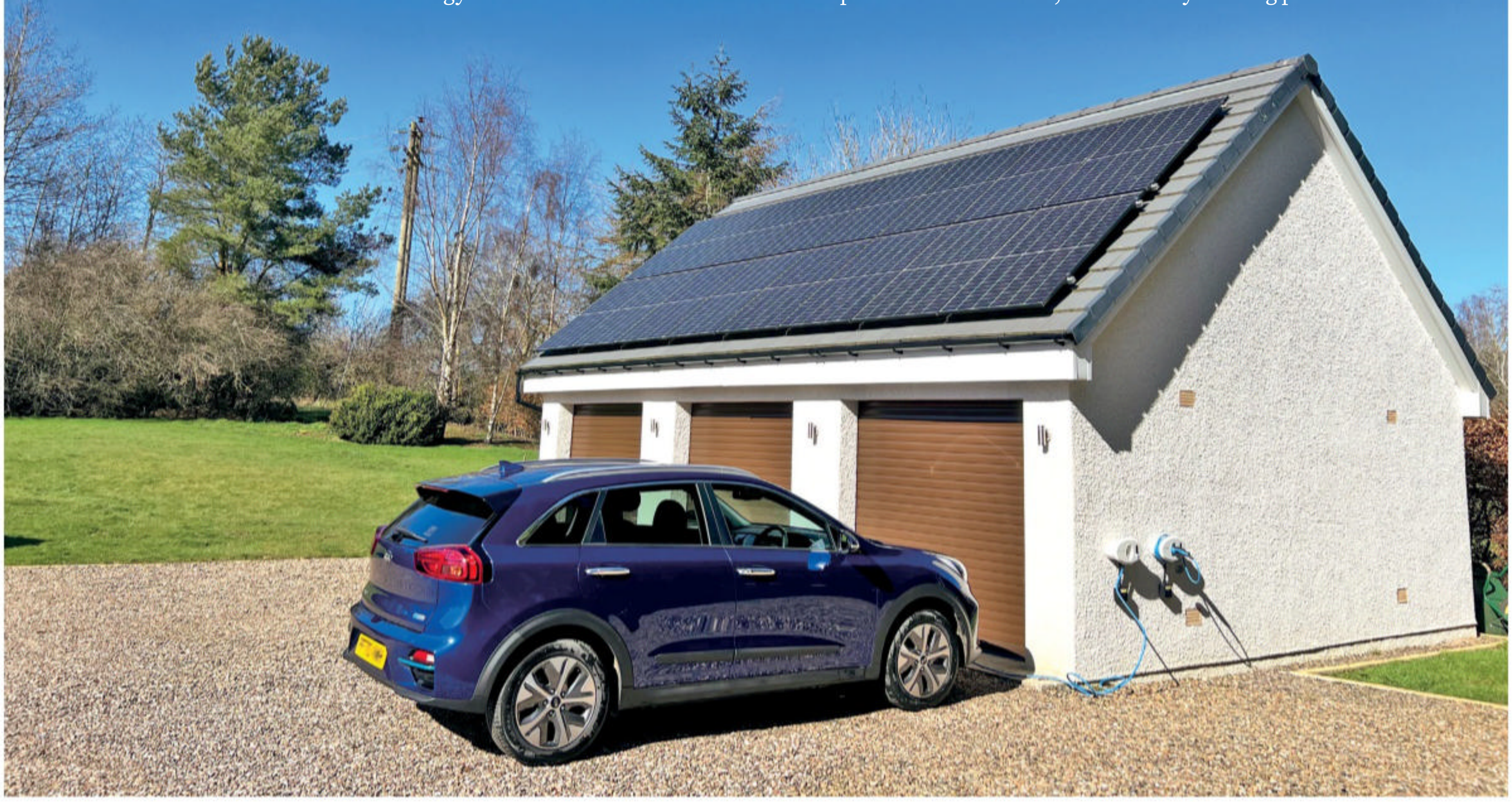
GO ON, MY SUN

Solar power and EVs go together like Martin Lewis and energy prices. **Jesse Crosse** fits a system at home

Up until last year when news dropped of how energy prices were about to go sky high, installing solar panels may have seemed like an expensive luxury to most of us. Now it seems like a way out, and demand for domestic and industrial solar systems has shot up. I had made the switch to EVs in 2021, and although it wasn't part of a master plan, suddenly the idea of turning the house into a mini power station became strangely compelling. If a solar system is producing more energy than can be used there and then, EV batteries are an ideal place to store it.

Solar systems come in various types. The most popular option is to install a hybrid system, integrating inverter, solar panels and battery storage together. The inverter also manages the flow of power between house, batteries and, when excess power is produced, back into the grid. Batteries can also be charged from the grid on a low tariff, then the power used during peak periods, but they're not that big, which is why EVs with their huge storage capacity are an ideal accessory.

My starting point was to check



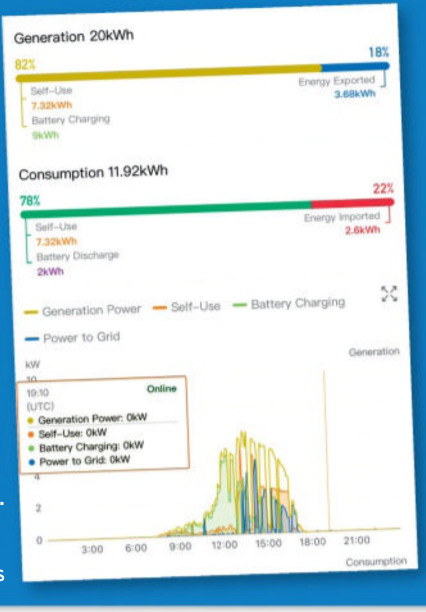
Crosse opted for 16 420W solar panels on his garage

They produce an estimated 6008kWh (units) a year

HOW TO TAP INTO YOUR EV'S BATTERIES

A hybrid solar system will be doing one of three things. The first is called 'offset usage', where power is coming from the grid, the solar panels and the batteries at the same time. The second is excess solar, where the home and batteries are being satisfied and any excess is being sent to the grid. Third is night use, where the house is powered by battery storage harvested during the day.

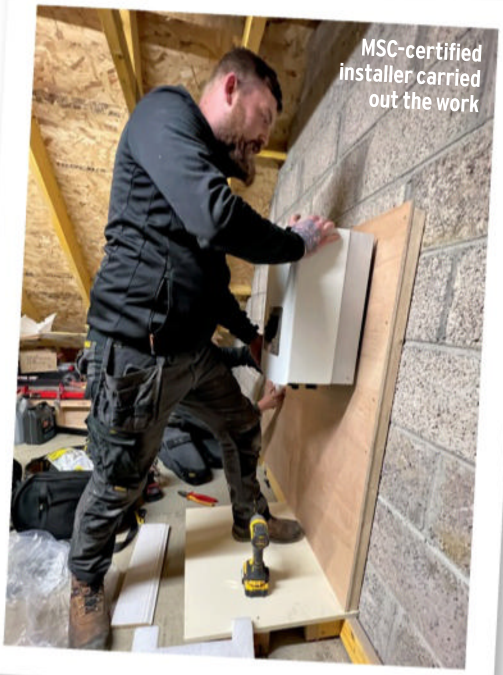
One way to automatically avoid excess power being exported when house and batteries have what they need is to use a diverter wall charger like a Zappi. Solar electronics detect whether current is flowing into the house or being exported via a 'CT clamp' clipped onto the main cable entering the house. The Zappi charger does the same thing, and when it 'sees' power being exported, it starts charging the car but it will also draw some energy from the grid if the excess drops below 1.4kW.



the household energy bills, which told me that over the past 12 months, including charging two EVs at home, we had used around 6500kWh (units) of electricity. For solar systems to be effective, they ideally need to be facing south or thereabouts, and my garage faces south-south-west and is free of shade for most of the day. So far so good, and I thought it might be possible to generate around 6000kWh a year.

EV POWER

Nearly 50% of UK drivers would buy an EV if they could use it to power their house. (Source: Indra)



MSC-certified installer carried out the work

Interest-free loans for solar systems are available from the government in Scotland, where I live, via the Energy Savings Trust and, even at 2022 energy prices, I hoped it would be cheaper to make the loan repayment than pay the energy supplier. Even using a commercial low-interest loan would still stack up. To qualify, I had to use an MCS-certified installer (Microgeneration Certification Scheme), who should adhere to a set of standards for installation and equipment.

I opted for hybrid (solar plus batteries) and my chosen installer, Locogen Energy Services, came back with a quote that included several pages of information such as expected daily energy flows for the area I live in, system performance predictions and environmental benefits. Locogen's specification was for 16 420W solar panels giving an 'installed capacity' of 6.72kW capable of producing an estimated 6008kWh (units) per year.

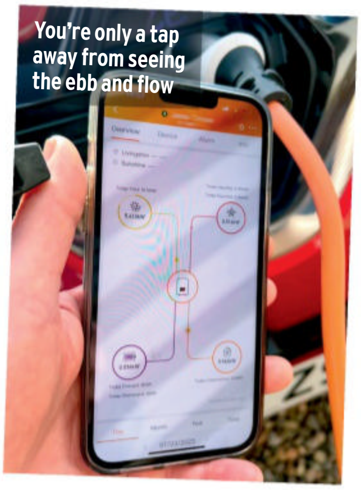
They would be hooked up to a 5kW-rated Solis hybrid inverter to convert DC electricity from the panels to AC, a 48V, 4.8kWh Pylontech lithium-iron-phosphate battery (Locogen recommended two of these and I would upgrade later) and a wi-fi dongle to connect the system to the phone app via the Solis cloud. That lot would cost £11,000, with a forecast payback period of 5.9 years and a predicted return on investment of 682%. On top of that, I had to pay a fee of £300 for G99 approval from the distribution network operator. Approval is required if connecting anything larger than a 3.86kW generating system to the grid.

Once it's fitted, you can either forget about it or continually obsess over the app and, naturally, I chose the second option. The system feeds the home first, then the batteries and then anything left over is fed back to the grid. An Ofgem thing called the Smart Export Guarantee means home owners get paid anything from around 5p to 15p per unit, so long as you sign up to it. At best, that's less than half a typical electricity tariff today so it's important to use what you make, not give it away on the cheap.

This is where EVs come into their own, with their large batteries ready to take on any excess. When the solar system is at full power during the day, the house may be drawing only a few hundred watts, and once the solar batteries are fully charged, the rest will be exported. Rather than see several kilowatts of energy flowing into the grid, I leave the family Kia e-Niro plugged into the 13-amp trickle charger. If the sun is shining and a quick look at the Solis app confirms there's energy to spare, I turn charging on and off using Kia's UVO app.

SYMBIOSIS

EVs fit perfectly into a hybrid set-up because they instantly add a large chunk of battery storage.



You're only a tap away from seeing the ebb and flow

Does it work? To break even against monthly loan repayments, we need to generate and use an average of 226kWh per month. In March, we used around 330 of a total 380 generated. The rest (13%) was exported and I need to reduce that, but we're still ahead by more than £50. The day before this was written, a cloudless day yielded 34kWh of electricity and a good chunk of that ended up in the EV, so roll on summer. A

THE RULE

OF THREE

The continuing – nay, growing – popularity of the BMW 3 Series during the SUV revolution is worthy of not just celebration but also examination. **Vicky Parrott** uncovers its secrets to success

PHOTOGRAPHY MAX EDLESTON

I've occasionally wondered how long it was from when The Autocar was first published in late 1895 to when one of its journalists asked the question: "How much does it matter if an everyday car is really good to drive?"

Now, this seems like a non-question to us, because we consider it critical how well a car drives. But as car makers become more focused on technology and connectivity, it's easy to see why some might argue that people don't care about finer dynamics. So long as the car is safe and easy to drive, it will be fit for purpose. Head to almost any manufacturer's online configurator and you're nearly always asked about trim selection before you're asked what engine you want. Such is the priority order of style and equipment over performance and dynamics for most car buyers.

I remember discussing this point with your friend and mine, Matt Prior, for the first time many, many years ago. We came back to the irrefutable fact that, regardless of whether the driver is really able to articulate why they like it or not, a car that handles and rides beautifully will make a driver feel more confident than will a car that's just all right.

After all, that non-enthusiast motorist might have bought the car because it had wireless Apple CarPlay and adaptive cruise control, but the fact that it also has a spectacularly well-sorted secondary ride and easy-to-modulate brakes might well be the reason why they go back and buy that model or brand of car again. It doesn't really matter if the driver doesn't consciously appreciate the dynamics so long as those dynamics are doing their thing anyway.

Whether four or six, petrol or diesel, the engine is wonderful

New infotainment elevates interior's appeal even higher

The way a car drives does matter, even if the average buyer doesn't realise it: this is my belief, and it's a hill that I'm willing to die on. Thankfully, I don't think I will have to sharpen my sword and get climbing any time soon, because this, the classless, timeless and effortlessly brilliant BMW 3 Series, is in my corner.

If you want proof that it matters that the average car drives well, here it is. The 3 Series has been around since 1975, so it's only a couple of years off its 50th birthday. The seventh generation – the G20 – has just received a mid-life refresh for the 2023 model year, as part of which, tellingly, the infotainment system has been updated, gaining a gorgeous one-piece curved screen and BMW's latest software, but everything else has been left well alone. If it ain't broke...

The reason for our dwelling on the 3 Series right now is that, very simply, in a world of ever-multiplying SUVs and disappearing household-name hatchbacks, it's a welcome moment to shine a spotlight on a car that isn't a crossover yet remains a stridently popular canon of the automotive world. ➔

> "If you want proof that it matters that the average car drives well, here it is"

Whatever its driver's mood, the 3 Series can behave to suit

WHY WE STILL LOVE THE THREE

The 3 Series is a routine favourite of all of us at Autocar, but what are the memories that stand out?

MARK TISSHAW
I've always enjoyed how the 3 Series has moved with the times with various powertrains and bodystyles, doing them well while never losing its core driver appeal. Even when plug-in hybrid power appeared in the 330e, it was still fun to drive. I did 7000 miles in one before Covid lockdowns put the stoppers on everything, and two-thirds of them were on electricity alone. An extra dimension to a car with a superb breadth of abilities.

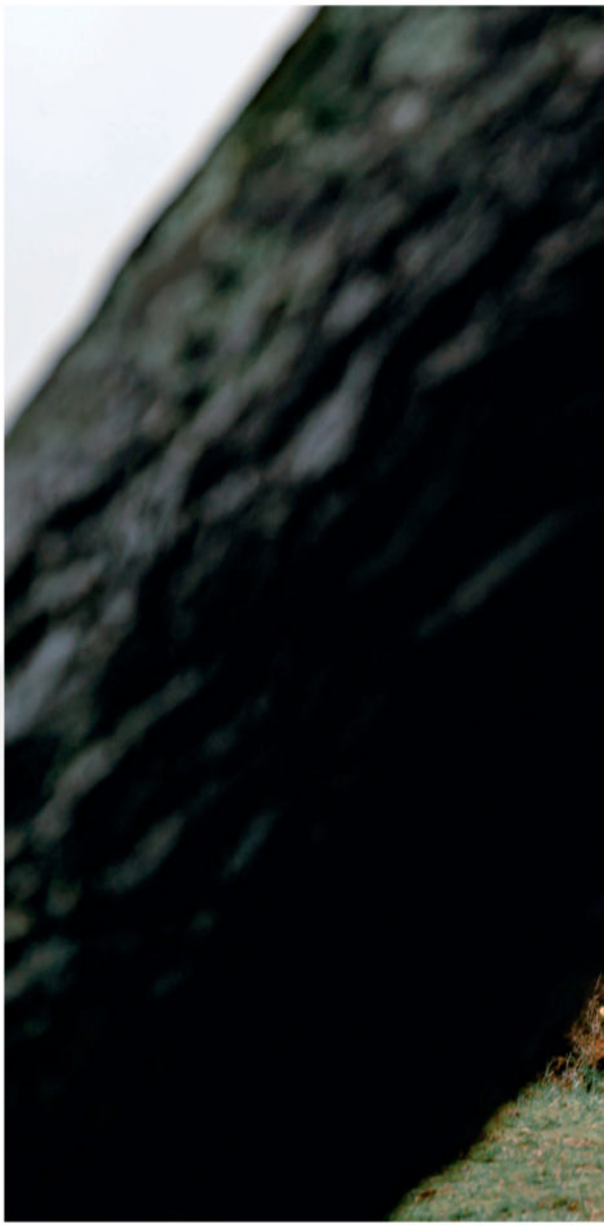
RICHARD LANE
We were at Millbrook Proving Ground in the pouring rain, Matt Saunders in an F30 330e M Sport, me in a Volkswagen Arteon. He was sliding it all over the place, and even from 30 feet behind I could see it was behaving so predictably and fluidly. I remember thinking how the fact that a fairly ordinary four-cylinder, plug-in hybrid family saloon could be driven like that was just brilliant. It's what the 3 Series is all about.

MATT PRIOR
Last year, I spent a day driving many, many, many different SUVs. Then I got into a new 320i Touring. So straightforward. So low. So agile. So normal. So refreshing.

MATT SAUNDERS
I was Autocar's rep on the international launch of the G20 3 Series in 2019. I had already driven a prototype, so I knew the technical lengths that had been invested into the car. But seeing how far it had developed – as a practical, premium product as well as a sports saloon – left me in awe that such a dominant car could still be made that much better.

You don't even need xDrive to feel secure in such conditions

Who needs an M3? Even a basic 320d can be proper fun



BMW has sold nearly 900,000 examples of the G20 generation (including the G21 Touring estate) since launching it in 2019 – the biggest volume of 3 Series ever sold in such a time frame throughout the whole run of 17.1 million. So what is it about the 3 Series? How has it managed to thrive through the SUV revolution?

You already know what I believe to be the answer. BMW has long maintained a reputation as being the car maker for those who love to drive, and the 3 Series has long been its 'everyday' poster child for that motto. And it's as I jink around a scrubby two-lane roundabout, avoiding a pothole and an aggressively driven Amazon delivery van, that the 3 Series' real talents are most evident. Just as evident as they are on the beautiful, ribboning country roads on which we shot the photos you see before you.

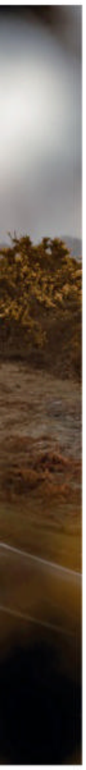
It's in this ordinary moment, with Comfort driving mode engaged, the radio playing easy-listening tunes and a thousand mundane thoughts going through my mind, when it occurs to me that the 3 Series feels just as keyed-in and intuitive here, and just as satisfying and perfectly well formed, as it does sliding around on a race track. It's supple, responsive, reassuring, alert... Even the 2.0-litre four-cylinder diesel engine in this 320d is hushed, and it delivers exactly the gutsiness that I want at that moment. I can't think of another everyday car that I would rather be in or that would do this job so well.

Sure, I don't love the design of the front grille and I wish the air conditioning were still controlled via proper switches rather than digitally. But those are the only things that I don't like about the 3 Series. Even the new infotainment is spot on. The curved touchscreen looks beautifully architectural and has all the whizzy graphics, features and controls that you want, including a rotary dial (which I still favour for infotainment control when driving). It's all achingly modern yet also impeccably logical.

In short, there's not a single car on sale, not an SUV and not a hatchback, that has a broader reach of abilities than the 3 Series and which hits every one of those remits with such nonchalant brilliance. It may be an everyday car, but that's exactly what makes it so magic.

MY PERFECT NEW 3 SERIES

If money were no object, I would settle for a new M340i with some choice options. But I specced it up and it came to over £66,000, which seems excessive even for a dream-scenario 3 Series that's not a proper M car. So, do you know what? Make it a 320i M Sport Touring (because estates are just the best). Black Sapphire metallic paint, please, just because it goes so well with the gorgeous Tacora Red leather interior, as per our test car. I will take the Comfort Plus pack for electric seat adjustment and keyless start, the Tech Pack for the sound system upgrade and the panoramic glass roof. That will be £50,370 – and the best car in the real world.



BUYING GUIDE

Used G20 3 Series are rich pickings now, with four years of production elapsed, and there are some great examples out there. Prices start at less than £18,000 now, although you will be looking at high mileage to get a G20 for that sort of money. While that's not a huge problem, as the G20 has a good reputation for reliability, it is worth checking that any recalls have been carried out, including one that was for a crankcase-bearing bushing on cars built between March and July 2019 and another for an issue with the battery on 300e plug-in hybrids built between March and September 2020. Some creaky plastics inside and connectivity issues with the infotainment are also common complaints.

As for which version to buy, well, I can't help giving a nod to the six-cylinder engines, both diesel and petrol, since they are just peachy and suit the 3 Series perfectly. However, the four-cylinder 320d and 320i are also fantastic to drive yet way cheaper to buy and much easier to find on the used market, making them just as recommendable.

FIVE OF THE BEST THREES IN THE CLASSIFIEDS TODAY

2021 BMW M340i xDrive, 31,000 miles, £37,990
If the 340i didn't cost some £65,000 new, it would be the perfect 3 Series. Depreciation means it can be our top used pick, though. This one has the full Shadowline style upgrade, plus there are smoked alloys and an M Sport brake upgrade for the full nearly-an-M3 feel.

2019 BMW 330d xDrive M Sport, 43,000 miles, £28,950
This six-cylinder diesel saloon comes in Portimão Blue paint and has just the right amount of optional extras, including the black with blue stitching Vernasca leather interior that matches the exterior colour. It's BMW-approved and we approve of it too.

2019 BMW 320d M Sport Touring, 62,000 miles, £22,530
Another Portimão Blue car but this time with the frugal and excellent four-cylinder diesel engine, standard rear-wheel-drive layout and dad-spec wagon body. We're particular fans of the optional Cognac leather interior on this one.

2021 BMW 320i Sport, 16,000 miles, £26,950
This is good value for a relatively new, very low-mileage 3 Series, and it's in unusual Sunset Orange. It's a fairly basic spec, yet it still gets a leather interior, heated seats and the full infotainment system, including sat-nav.

2022 BMW 330e SE Pro Touring, 20,000 miles, £34,550
This is a rare find, the plug-in hybrid powertrain being less common in the estate. It also has the upgraded heated sports seats and rides on tiny 17in alloy wheels. Sure, they might look a bit odd, but the ride will be great.

> “It feels just as keyed-in and intuitive on a scrubby roundabout as it does sliding around on a track”

The A110 has been a handling hero ever since its 2018 arrival

WEIGHT EXPECTATIONS

Car makers are having to go all-electric, which is some challenge for brands built on light and lithe cars. **Sam Phillips** heads to France to find out how Alpine will stay true to its founding ethos and run the rule over its electrified A110 concept

Every great sports car has at least one outstanding characteristic, an attribute that makes driving it that bit sweeter. For the Alpine A110, everything stems from its light weight.

Alpine returned to the market with the A110 six years ago, and this was instantly heralded as one of the best sports cars of its generation, including earning a five-star rating from Autocar's road testers.

Since then, the one-car French firm – owned by Renault and led by Laurent Rossi – has established itself as a serious player in the performance car scene and started racing in both the World Endurance Championship and Formula 1.

Now for the next step, as Alpine transforms itself into an electric-only brand over the next three years, with three all-new EVs arriving by 2026: a hot hatchback based on the new Renault 5 supermini, a coupé-crossover called the GT X-Over and a successor to the A110 (promisingly being developed in partnership with Lotus).

This grand plan seems to have a conflict at its very heart: the petrol-engined A110 tips the scales at just 1120kg but batteries are heavy, so embracing electrification puts the very essence of Alpine at risk. And this budding brand simply can't afford to abandon its philosophy.

As a sign of just how significant this risk is, the boffins in Dieppe have already given us a taste of the future in the form of the A110 E-ternité concept car, an electrified version of today's A110. Revealed last year, it was created to serve as a test bed for future technology.

"The E-ternité, as a first draft, is actually almost as efficient as the ICE car, albeit slightly heavier, but it had better torque and was not too far away in terms of weight distribution," explains Rossi.

"We're pretty sure that the next A110 will not only be on par with the current car but potentially even better. There are a few things that we didn't embed in the first one that we're going to put in the next, so worry not."

The E-ternité's most notable attribute is its only modest weight gain. It is 1378kg at the kerb, which is just 258kg more than the petrol-engined A110 and 62kg less than today's Mini Electric hatchback, despite it having a much larger, 392kg battery – although ➔

Alpine CEO Laurent Rossi has an engineering background

Phillips (right) met Alpine's engineers at its Dieppe HQ

The removable roof section has no impact on the A110's rigidity, and the panels (weighing just 2.1kg and 1.9kg respectively), showcase Alpine's focus on keeping weight down.

Alpine's target weight was even lower again, at 1320kg.

It's how Alpine's engineering team sweated to shave off those kilograms that shows real signs of promise. For instance, they pulled 40kg out of the 60kWh battery pack they borrowed from Renault's Mégane E-Tech Electric by reworking its casing. The modules were kept the same, with only the structure of the pack undergoing a redesign. They also swapped the A110's water-cooling system for a pair of cooling plates. Made from thin sheets of aluminium, these allow coolant fluid to flow through them in order to cool the batteries.

Consequently, if Alpine's next A110 comes anywhere close to the weight achieved for the E-ternité, it will be one of the lightest EVs yet put into series production.

The impact of battery technology on the car's dynamics has also been considered. With the 12-cell battery split into two parts, the engineers were able to position four modules in the front and eight in the rear to create a 42:58 weight distribution. This differs only slightly to today's A110, whose turbocharged four-cylinder 1.8-litre engine is placed behind the driver for a 44:56 split. That suggests that the future A110 is likely to maintain its agility, with the mass behind the bulkhead adding weight over the rear wheels for enhanced grip.

The E-ternité's centre of gravity is 15mm higher than the petrol A110's as a result of the battery layout, which led Alpine's engineers to stiffen the springs. This will worry some, because the A110 is noted for being considerably more compliant and happy to roll through bends than comparable sports cars, which are often very stiff – overly so in some cases. However, the engineers claim the end result feels very similar.

The E-ternité hasn't gained active suspension or torque vectoring, which are both used by some rivals to assuage the effects of the additional weight. Alpine's engineers argue that carrying over the A110's passively damped set-up is crucial from a weight-saving perspective – and they feel that such active systems disconnect the driver from the road.

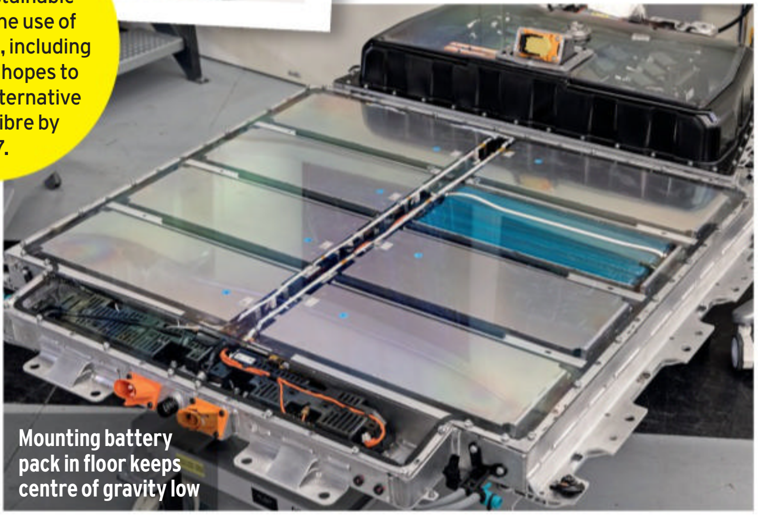
Performance is similar to that of the petrol A110, with 239bhp and 221lb ft of torque coming from a single electric motor mounted at the rear axle. The sprint from 0-62mph takes 4.5sec and top speed is 155mph.

The downside is Alpine claims only 261 miles of range, or a mere 15 minutes when you're driving flat out on a race track. Rapid-charging capacity will need to be a priority…

> "F1 engineers helped our project team get an extra 31 miles of range simply by designing new parts"

F1 hybrid engine will inform road cars; weight loss is evident everywhere

Alpine is aiming to ensure a sustainable future with the use of new materials, including flax, which it hopes to offer as an alternative to carbonfibre by 2027.



Mounting battery pack in floor keeps centre of gravity low

ALPINE
A110 eternité
A110 SPECIAL
A110R

COULD HYDROGEN SAVE COMBUSTION-ENGINED ALPINES?

With new Euro 7 regulations looming and greater pressure on manufacturers to meet even stricter emissions standards, many performance brands are switching to hybrid powertrains or committing fully to electrification.

Look at Porsche: for the next-generation 718 Boxster/Cayman, it is set to adopt a bespoke EV platform designed to imitate the ICE cars' mid-engined dynamics.

But is hydrogen combustion a smarter answer? Some see potential in this, including most notably Toyota and Alpine – as demonstrated last year by the Alpenglow concept, a radical vision of a supercar for 2035.

Alpine CEO Laurent Rossi wouldn't rule out employing hydrogen engines in future cars, saying that these could offer the performance characteristics needed for sports cars.

He said: "Electrification could be the answer, but we still haven't solved all the problems with the infrastructure and electricity supply. If you want to have super-high performance, hydrogen as a fuel could be an alternative to electrification, because it can provide repeatable performance.

"Electrification is cleaner than traditional combustion, but if you add hydrogen, you're almost as clean and no less efficient, depending on the conditions.

"It's our duty to explore hydrogen, and I do believe that it could potentially make its way into our road cars."

Alpenglow concept could become reality

The E-ternité has a two-speed automatic gearbox that changes from first to second at 70mph. This is to bring the performance of the car in line with the current ICE model, but it will feel markedly different to the current A110's slick seven-speed torque converter.

It may be easy to dismiss the E-ternité as a coffee-break exercise, but actually it showcases Alpine's willingness to make sacrifices to ensure that its future EVs uphold its existing lightweight ideology.

And let's not forget that Alpine isn't just a sports car manufacturer but also the owner of a competitive F1 team – and modern F1 cars use sophisticated hybrid powertrains, featuring systems that harvest not just kinetic energy, as on any electrified road car, but also heat energy for boosting the overall power available to the wheels.

Rossi is keen to emphasise that learnings from and elements of these F1 powertrains are actively being transferred into road cars.

"The hybrid engine in F1 has a higher operating efficiency than any other engine on the planet," says Rossi. "But to improve the performance, you have to spend an immense amount of money. Therefore we have to try to optimise the battery. We try to understand how much torque we extract from a given state of charge [and] how much charge can we replenish over a certain distance.

"Whether it's 55 laps on a Sunday or a million kilometres over the lifetime of an EV, there are already a lot of commonalities with F1."

And with the electric part of the F1 power unit set to grow in significance when new rules are introduced in 2026, even more race-derived technology could influence Alpine's EVs in the long term.

Furthermore, the F1 team has already played a role in the brand's electrification plans, helping to develop the 5 and GT X-Over.

"Early on in the crossover project, we were getting slightly under 500km [311 miles] of range," says Rossi. "One of, if not the main, criteria for selecting an EV is its range, and we decided we needed to do better. F1 engineers helped our project team to get an extra 50km [31 miles] of range out of the car simply by designing new parts, because they knew how to do it for F1."

The building blocks for a prosperous future seem to be in place, then. Like it or not, the ICE era will soon draw to a close. But the Alpine we have come to know and love shouldn't be dying with it.

The hot hatch and crossover should add volume and profits; the lightweight sports car will be the big test. Until then, the preparation for Alpine's transformation continues. Only when we ask the new A110 to dance down a pockmarked B-road will we know if all the brand's hard work will be rewarded.

SPRING OFFER

AUTOCAR
FIRST FOR NEWS AND REVIEWS EVERY WEEK
Est.1895 | autocar.co.uk | 29 March 2023

BEST USED CARS
For every stage of your life

THEY'RE ALL FOR REAL!
ALFA'S NEXT STARS
Stunning Giulia EV leads new era of BMW beaters

eback plan to believe in

29 March - 5 April 2023 £4.75

The 4x4s that are more fun than supercars

SPORTAGE REINVENTED
Meet the next must-have Kia

NEW MERC A-CLASS DRIVEN • HOW TO BUY A VW CAMPER

PRINT
SAVE 43%
£34.99
FOR 13 ISSUES

NEW SEASON, NEW DEALS

SUBSCRIBE NOW!

Visit themagazineshop.com/SPG23PA/aca,
call 03448 488835 quoting ‘SPG23PA’
or scan the QR code

scan me

AUTOCAR
FIRST FOR NEWS AND REVIEWS EVERY WEEK
BEST USED CARS
For every stage of your life
THEY'RE ALL FOR REAL!
ALFA'S NEXT STARS
Stunning Giulia EV leads new era of BMW beaters
The 4x4s that are more fun than supercars
NEW MERC A-CLASS DRIVEN • HOW TO BUY A VW CAMPER

DIGITAL
SAVE 32%
£32.99
FOR 13 ISSUES

PRINT + DIGITAL
SAVE 62%
£41.99
FOR 13 ISSUES

SUBSCRIBER EXTRA

Get more from your subscription

DISCOUNTS

✓ Enjoy exclusive discounts from our carefully selected partners

WEEKLY NEWSLETTERS

✓ Receive exclusive content from the Autocar team, in special weekly newsletters

COMPETITIONS

✓ Win tickets to popular events in the car calendar

✓ Goodwood Members Meeting tickets (worth £338)

✓ Goodwood Festival of Speed tickets (worth £172)

SUBSCRIBER EVENTS

✓ Get access to money-can't-buy prizes and exclusive automotive experiences

✓ Join our Reader Test Teams, enjoy factory visits and meet the editorial team at exclusive subscriber forums

TERMS AND CONDITIONS This is a UK-only offer; for overseas offers, please visit themagazineshop.com/SPG23PA/aca or call +44 (0) 1604 251 450. All savings are based on the UK cover price and are correct as of January 2023. Please allow up to 35 days for delivery of your first issue. Direct Debit rates are valid for one year, after which they are subject to change; should prices change, we will inform you in writing. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term, which will not be refundable, other than in exceptional circumstances. Details of the Direct Debit Guarantee are available upon request. Savings are based on the UK standard cover price of £4.75. **Offer ends 30 May 2023**

AUTOCAR
ROAD TEST
No 5619

PHOTOGRAPHY JOHN BRADSHAW

Polestar 2

Emergent brand treads its own path to inject EVs with more driver appeal

MODEL TESTED **BST EDITION 270**

Price £68,990 ● **Power** 469bhp ● **Torque** 502lb ft ● **0-60mph** 4.5sec ● **30-70mph** 3.4sec ● **Economy** 2.5mpkWh ● **Max DC charging speed** 150kW ● **70-0mph** 45.6m

We like

- Jewel-like Öhlins dampers deliver beautifully judged on-road ride sophistication
- Added stability and body control make for super-secure handling
- Doesn't bother with silly driver modes or contrived party tricks

We don't like

- Understated performance design risks blandness in places
- Handling is as inert as the standard model's and the car is just as heavy
- It needs some torque-vectoring smarts to exploit that chassis

Geely's Volvo-offshoot, EV premium brand Polestar is about to undergo a rather hectic expansion. In another 18 months, when the Polestar 3, 4 and 5 are all on sale, it should look like a much more fully formed car brand than it has so far. But will it also still look like a natural home for keener drivers who have already made the switch to electric motoring?

This week's road test subject is a stake in the ground for Polestar on that score. The 2 BST Edition 270 is an extra-special performance version of what we might now consider the 'pre-facelift' 2 crossover hatchback. It counts the Ford Mustang Mach-E GT and Kia EV6 GT as its nearest rivals, but the philosophy behind it is tellingly different and might even resonate better with more traditional performance car buyers.

In 2021, Polestar showed off a prototype 2 at the Goodwood Festival of Speed designed to explore the outer limits of the 2's potential as an out-and-out driver's car. The Polestar 2 Experimental used widely (and quite exotically) upgraded chassis, suspension and braking systems – and it clearly generated enough interest to inspire a limited-run production version, which is what the BST Edition 270 is.

Just 40 of these will come to the UK. Polestar decided to effectively extend the car's availability by proxy recently by announcing the BST Edition 230 (ostensibly the same car with different colour and trim options) but even fewer of those will be offered.

DESIGN AND ENGINEERING

★★★½☆

You might not expect a car brand led by a designer to be so preoccupied with chassis and suspension development as Polestar is proving to be. But the 2 BST Edition 270 is an extra-special niche model whose character is defined pretty squarely by the money and effort invested in upgrading its axles and what joins them to its body.

Polestar's aim was to give this car deeper and more meaningful qualities of driver engagement than its rivals offer, ones that can be appreciated at a broader range of speeds, instead of simply adding yet more organ-pummelling thrust.

The BST Edition 270 sticks with the same permanent magnet synchronous drive motors as any other Long Range Dual Motor Performance Pack Polestar 2. They develop 469bhp and 502lb ft as a pair, leaving the car some way adrift of the on-paper power of certain rivals (Kia EV6 GT, 577bhp) and the claimed 0-62mph potential of others (Tesla Model 3 Performance AWD, 3.1sec).

Just as the car's motors have been left untouched, so too has its inter-axle torque-vectoring software and motor calibration. But on the BST Edition 270's suspension, Polestar has gone to town. The car's outward stance makes apparent every one of the 25mm through which its ride height has been dropped, its body sitting on coil springs some 20% stiffer even than those of the Performance Pack car.

At each corner are new 21in forged wheels with staggered widths (half an inch wider on the rear axle), wrapped in specially developed Pirelli P Zero Elect tyres. And within those wheels are the same four-piston Brembo brakes as the regular 2 Performance Pack's. (Outright accelerative performance hasn't increased here, remember, and neither has kerb weight.)

The dampers are the real development. Up front, Polestar supplier Öhlins has developed a special two-way-adjustable damping system with remote reservoirs, of the sort it typically supplies for motorsport only. At the rear, the firm's Dual Flow Valve single-way-adjustable dampers continue, albeit in a retuned state .

Polestar 2 BST Edition 270 owners also get an aluminium strut brace reinforcing the chassis at the front – but not an equivalent brace at the rear of the car, as the Polestar 2 Experimental had.

A little surprisingly, there was no special weight-saving programme for this car, so kerb weight is 2113kg as claimed, or 2161kg as →

Range at a glance

ENGINES	POWER	FROM
Standard Range Single Motor	228bhp	£43,150
Long Range Single Motor	228bhp	£46,450
Long Range Dual Motor	402bhp	£49,550
Long Range Dual Motor Performance Pack	469bhp	£54,550
BST Edition 270	469bhp	£68,990

TRANSMISSIONS	
1-spd reduction gear	🟥

The BST Edition 270 is the ultimate version of the 2023-model-year Polestar 2 (although if you order a new car now, it will be from the updated 2024-model-year range).

The line-up nomenclature is sufficiently descriptive as to need little explanation. The Pilot Pack adds adaptive cruise control, lane assist and LED pixel headlights, and the Plus Pack brings premium audio, electric seats and a heat pump.

Polestar 2 Experimental stoked the fires

Polestar hasn't gone big with the derivative badging. There's a small one on the lower front door and this Polestar Engineered badge on the front grille.

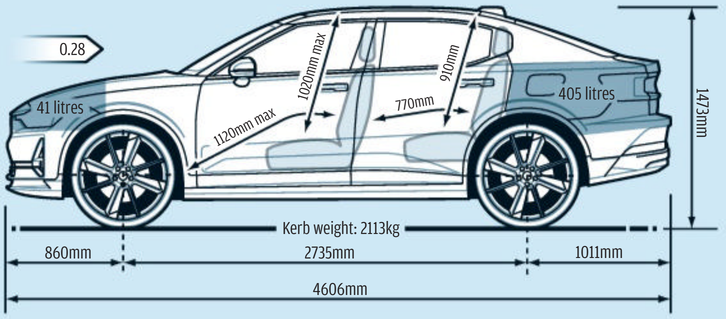
Having kept the badge identifiers discreet, though, the firm has allowed owners to slap a roof-and-bonnet stripe down the centre of the car. It's a £1000 extra we would happily have left off.

Forged gloss black 21in alloy wheels save unsprung mass and they are staggered in width (the rear rims are half an inch wider than the fronts). The Pirelli P Zero Elect tyres have been specially developed.

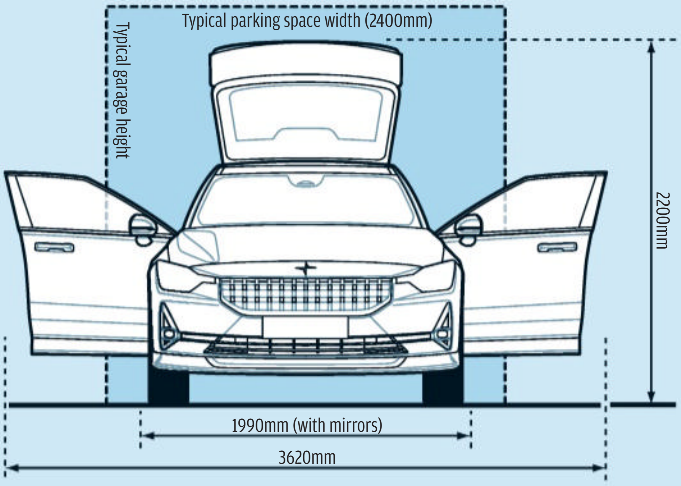
Full-width light bar connecting the tail-lights ensures the Polestar 2 is easy to recognise after dark. White with black colour scheme makes the Imperial Stormtrooper vibes particularly strong.

Weights and measures

DIMENSIONS

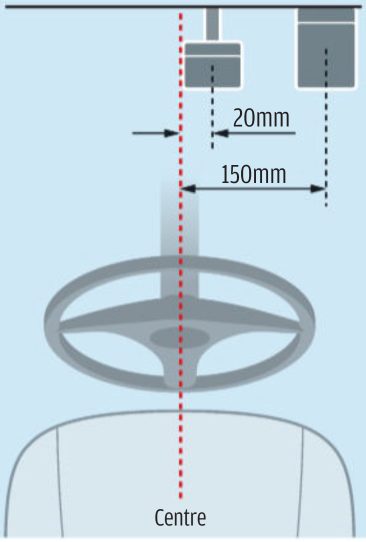


PARKING



WHEEL AND PEDAL ALIGNMENT

Pedals feel quite central in the footwell, such that you might find it comfier to brake with your left foot. Steering column has a decent range of adjustment.



HEADLIGHTS

BST gets Polestar's LED pixel lights as standard, which have great range on full beam and a well-spread dip level. Active beam functionality doesn't always reassure you that you're not dazzling others.

● Driving position is lower than you might expect to find it, with decent head room and plenty of storage around you. Seats are a little flat and plain but comfortable.

Typical leg room
770mm

● You will find better leg room than head room back here, but adults up to about 6ft should be comfortable. Three across the row would be tight.

● 'Frunk' keeps charging cables accessible (rather than buried under the boot floor) and presents the Öhlins damper reservoirs for the general admiration of onlookers.

← tested. Which is a lot of bulk for any driver's car of this size to carry.

INTERIOR

★★★★☆

The cabin looks to have been notionally filed by its creators, along with outright performance, under 'things we needn't bother improving'. By and large, they get away with that decision, because the interior of a Polestar 2 still looks and feels like a comfortable, well-constructed and materially simple yet appealing place to be even three years after the model first appeared.

Simplicity and ergonomic distinction are its abiding themes. Your backside drops lower into the seat than you expect it to, allowing you to adopt a pleasingly recumbent driving position that feels more sports saloon than crossover hatchback in derivation.

The control layout and display real estate in front of you are appealingly spare. From the instrument console to the transmission tunnel, nothing superfluous is given houseroom. The primary and secondary controls are all good-sized and ergonomically pleasing, right down to the chunky volume knob for the audio system.

The car doesn't have paddles for manual control of energy regeneration. Otherwise, little that's useful is omitted (there's plenty of handy storage, even away from the door cubbies) and there's pleasingly little ritzy trim decoration or clutter.

The front seats haven't been upgraded but perhaps they might have been in the interests of producing greater lateral support and conjuring some sense of occasion. As they are, they're very comfortable, just a little flat and plain, even accounting for Polestar's signature bronze seatbelts.

Space is fine for taller people up front and generous enough for leg room in row two, if slightly short on head room, for adults. The boot is only averagely large for a mid-sized car, although it's well provided with bag carrier hooks and retention straps and it has a good-sized under-floor storage area.

PERFORMANCE

★★★½☆

We needn't dwell long in confirming that this isn't quite the quickest-accelerating EV of its kind, because it was never intended to be. Among the 0-60mph results we've recorded in rivals, the BMW i4 M50, Genesis GV60 Sport Plus and Ford Mustang Mach-E GT were all quicker.

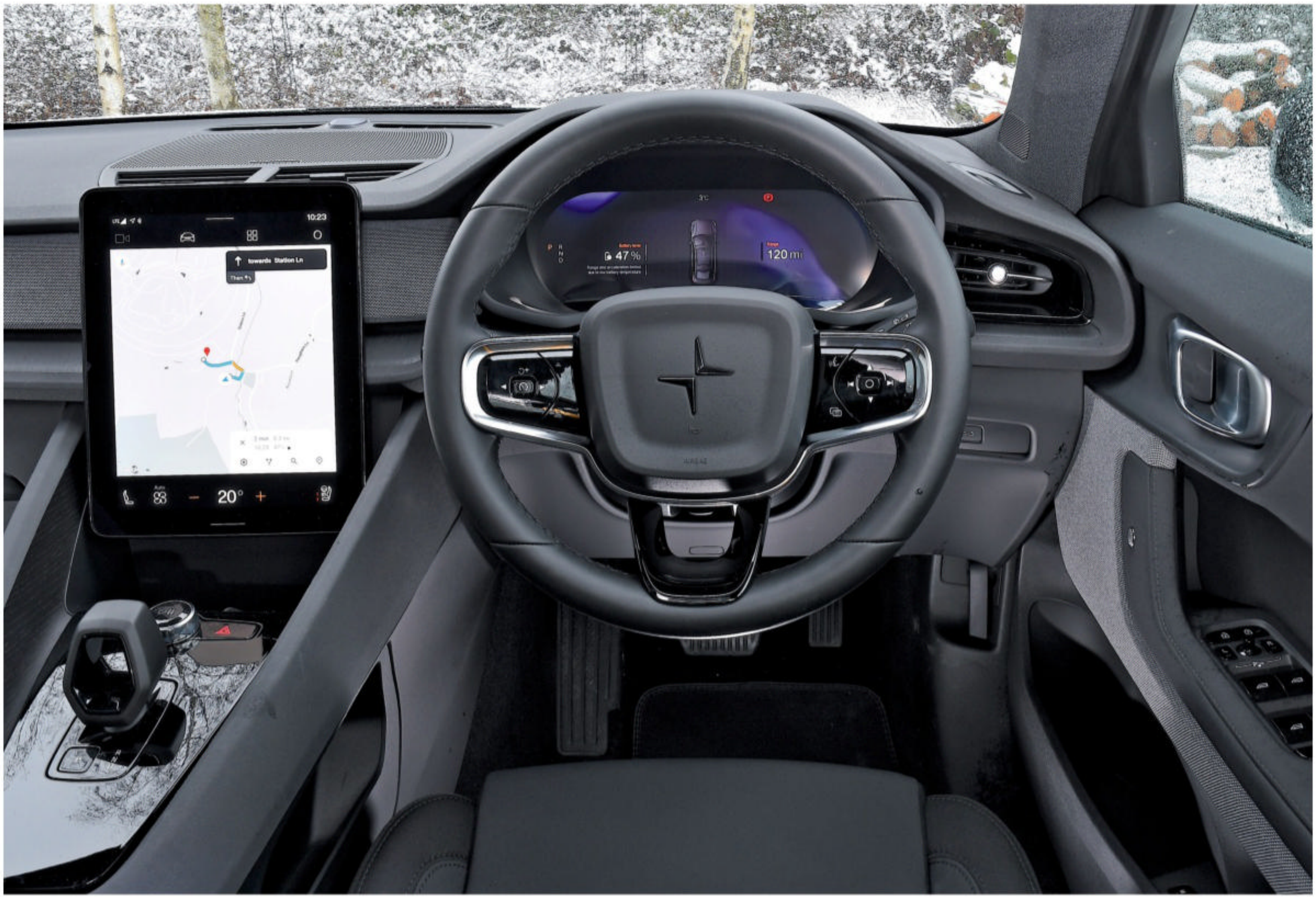
None of that needs suggest the Polestar 2 BST Edition 270 feels at all slow, though. There is that familiar note of maturity and progression in the car's throttle pedal calibration, striking a nice balance between sharp-edged responsiveness and easy, intuitive drivability.

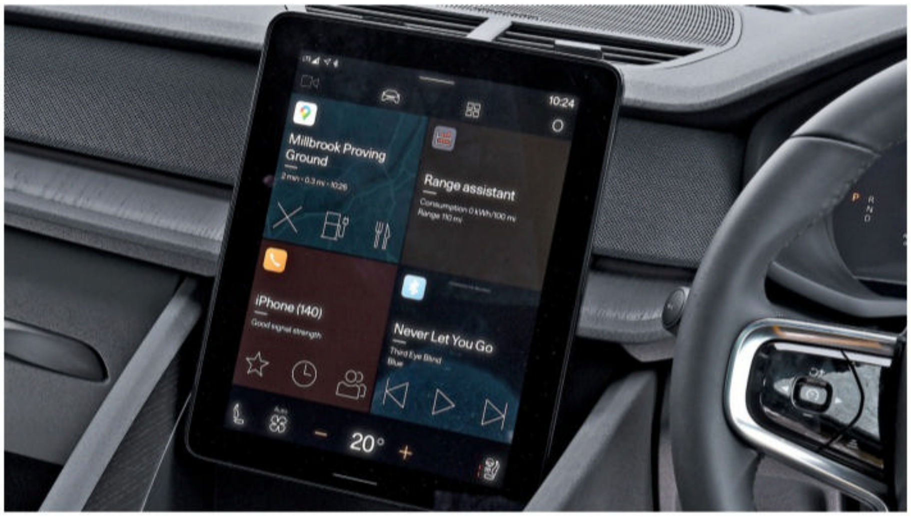
There is a launch control →

● Has any £70,000 performance special before this been trimmed like the Edinburgh Woollen Mill cardigan section? It's all very lovely – but not very exciting.

● Decal stripe is just plonked on top of the glass roof, which may not be to everyone's liking. But it does make the Polestar logo in the roof console easier to spot.

● High-rising 'transmission tunnel' houses part of the drive battery pack but it still offers plenty of storage, including these handy cubbies.





Multimedia system ★★★★½

Polestar's portrait-oriented infotainment system was designed with smartphone integration (Google/Android, specifically) in mind from the outset. It runs an Android-based software architecture and it integrates best with Google-based smartphones once you sync your Google email account (iOS Apple CarPlay mirroring is via wired connection only).

The system's Android/Google software basis also boosts the effectiveness of its voice recognition and connected navigation functionality, which are both very good. A three-year data-streaming connection comes as part of the price of the car, for online music streaming and the like.

There's no option to navigate the system via a physical cursor controller – but doing it directly on the screen is made easy by good menu hierarchy and particularly large menu icons, which are easy to hit at arm's length.

AVAXHOME -

the biggest Internet portal, providing you various content: brand new books, trending movies, fresh magazines, hot games, recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site

AVXLIVE.ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu

> “The ability to charge at speed over tough asphalt with impunity lifts the driving experience”

← mode, which you will find almost by accident when you seek to hold the car stationary and build up a little motor power against the car's brakes. But the way it takes off is almost indistinguishable whether you use that launch control or not.

In mostly dry conditions, with the stability and traction controls pared back but not deactivated entirely (they are always on to a greater or lesser extent), there wasn't even a hint of wheelspin from either axle on the day of our test. The car's boosted body control prevents it from squatting noticeably, so there's very little seasoning to accompany the beefy longitudinal thrust with which the car takes off. It's too smooth and composed a sensation to feel violent, and while it's moderately dramatic to experience, it's also only moderately exciting. But it does keep accelerating on to bigger speeds harder than some similar EVs (60-100mph in 5.3sec, to the Porsche Taycan RWD Performance Pack Plus's 5.8sec).

Polestar shuns the routes that so many other makers of fast EVs take to give you lines of engagement with their cars. Because there are no regen toggle paddles, you can't ratchet up trailing-throttle 'engine braking' when approaching a bend. There's no switchable, synthesised 'engine noise' here, either.

So there's nothing contrived to invite you to engage with what's powering the car, just the bare bones of a seamless power delivery that doesn't start with a particular explosion of force and doesn't build to any particular climax.

The BST Edition 270 accelerates with total linearity according to the position of your right foot. It also brakes with plenty of outright stopping power, albeit with that fuzzy kind of bite that EVs tend to suffer with. It's an effective performer – if a sterile one.

HANDLING AND STABILITY

★★★⯪☆

If anywhere, this is where the BST Edition 270 must have a shot at impressing, but it's also where the weight of expectation really figures. The weight of so many other things turns out to be rather more significant, however, when it comes to making the chassis engage with an interesting road.

There are several things it will do that a regular Polestar 2 won't – dynamic qualities it has that will give owners something to point to when totting up what their money's bought, and to feel grateful for at the end of a long drive. But what it's missing is more obvious: the outright lateral grip, and the handling agility, balance and poise, of a really compelling sporting car.

What will raise your eyebrows farthest is the striking quality and sophistication of the car's damping.

We tested it with Polestar's factory damper settings dialled in, from which there would have been considerable adjustment potential to both soften off and firm up – in both compression and rebound – at the front axle.

And yet it didn't ride like a car that needed any fine-tuning at all to be compatible with the lumps and bumps of British A- and B-roads. Close body control is surprisingly progressive; the back-road ride quality is firm enough to feel taut, but not at all restless or recalcitrant; and lateral body control and damper support are both excellent in outright terms.

Bigger inputs are soaked up with uncanny authority, and without any fear that the shortened suspension will run out of travel. If anything, it's that ability to charge at speed over tougher asphalt surfaces with impunity that lifts the car's driving experience most successfully.

OW72 XRD
OW72 XRD

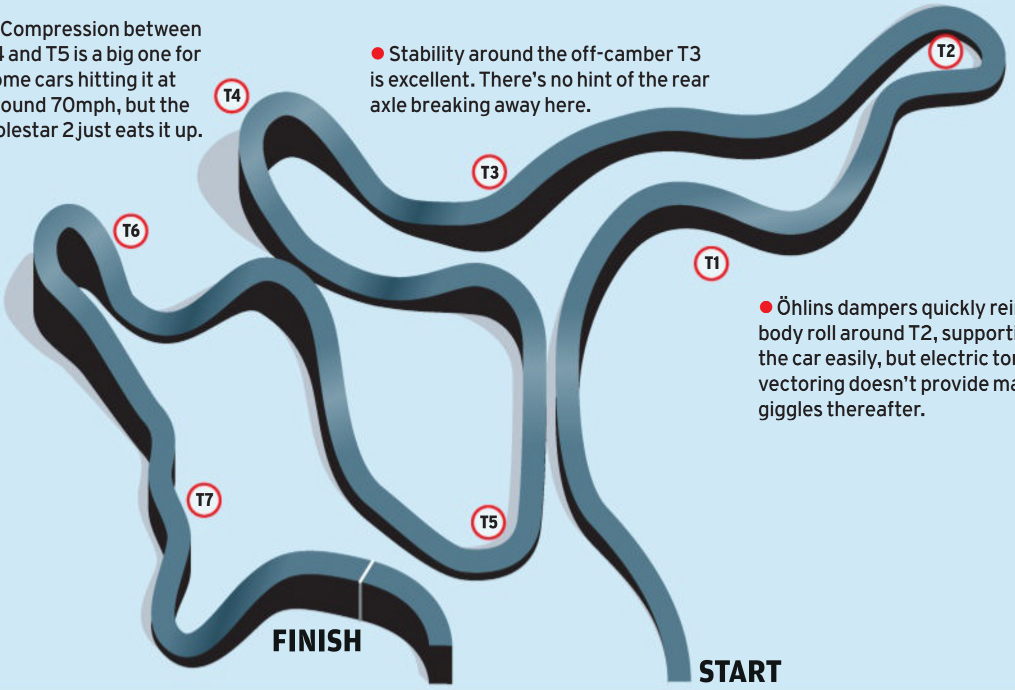
● Stability trumps agility and sophisticated damping prevents the imperfections of a typical British A- or B-road from disrupting its mature, measured dynamic character.

Track notes

The 2 BST Edition 270 was impressively stable and composed around the Millbrook alpine hill route on a slightly damp day and showed clearly better lateral body control and damping support than a regular Performance Pack Polestar 2. Just as on the road, though, the car's ability to entertain by really gripping the asphalt and rotating underneath you when cornering, either on the throttle or off it, is somewhat muted.

Some tuning of the handling is possible courtesy of its Öhlins dampers, of course. But the tuning we would have liked even more would have been to the on-throttle torque vectoring, which feels quite conservative, and to its electronic stability controls, which can't be fully deactivated.

Simply feeding torque to the rear motor first might give this car the accessible cornering poise it's missing. Perhaps we will have to wait for the updated Polestar 2 for that.



● Compression between T4 and T5 is a big one for some cars hitting it at around 70mph, but the Polestar 2 just eats it up.

● Stability around the off-camber T3 is excellent. There's no hint of the rear axle breaking away here.

● Öhlins dampers quickly rein in body roll around T2, supporting the car easily, but electric torque vectoring doesn't provide many giggles thereafter.

Polestar's chassis reinforcements and suspension revisions do give the BST's power steering greater weight and tactile feel, particularly if you set it for minimal power assistance. When cornering hard, for instance, you can clearly feel the instant when the front motor asks the outside front wheel to do that little bit too much.

But there's very little to be gained from feathering off the power and trying to induce the chassis to rotate on a trailing throttle, and nor is there much evidence of any particularly helpful torque vectoring, either front to rear or asymmetrically, to rotate the car with tractive force when driving on.

Perhaps it makes for greater suitability in wintry Scandinavian conditions, or perhaps it's just the unusually mature dynamic character that Polestar intends for the BST Edition 270, but this car's chassis is that little bit too inert and aloof to really capture the imagination.

COMFORT AND ISOLATION

★★★★☆

Firming up both chassis and suspension here has made for a very slightly noisier ride than a regular Polestar 2 has, but it's a marginal and very acceptable trade-off.

As our noise meter had it, the 2 BST Edition 270 was a solitary decibel noisier than the Long Range Single Motor 2 we tested in 2021 when moving at both 30mph and beyond 70mph but it was no noisier at either 50mph or 70mph (where varying test conditions probably played their part in closing the gap with the lesser model). Compared with an entry-level Porsche Taycan, it's noisier still on paper, but you wouldn't call it that from the driver's seat, which is comfortable over distance and as adjustable as most testers required.

In terms of primary ride comfort, the suspension feels remarkably moderate and deals with most country road inputs as nonchalantly as it does motorway expansion joints. Those expensive dampers make the car's unsprung mass seem as light as air much of the time, with only the shortest, sharpest intrusions making much of a dent on the car's ride composure.

The well-tuned Pilot Assist driver aids also boost the car's longer-distance cruising comfort, on those occasions when you just want to cover distance and don't care how much you're engaged in the process. However driver-centric a car's agenda may be, there are always times when that applies.

BUYING AND OWNING

★★★★☆

Residual values on the Polestar 2 have held up well throughout its life so far. Although CAP doesn't have a forecast for the BST Edition 270 in particular, it's reasonable to expect it to remain collectable and to hold its value well – especially on the basis that a fully loaded Polestar 2 Performance Pack has better forecast residuals than an equivalent Tesla Model 3, although not quite as good as an Audi Q4 E-tron Sportback.

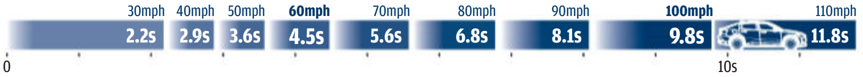
Against that backdrop – and considering that a fully optioned, twin-motor 2 was already a £60k buy before Polestar's announcement of the 2024-model-year car – the £69k being asked for the BST Edition 270 is unlikely to seem exorbitant to committed fans of the Polestar brand.

Given this car's rarity and its exotic ingredients, it won't struggle to justify its price, even allowing for the presence of cars like the BMW i4 and Porsche Taycan well within arm's length. ➔

ACCELERATION

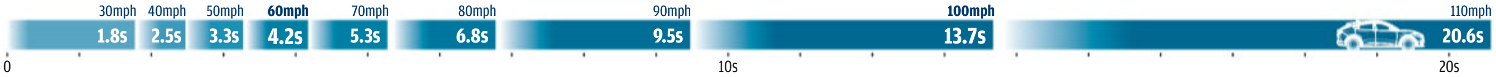
Polestar 2 BST Edition 270 (12deg C, windy, damp patches)

Standing quarter mile 12.8sec at 113.9mph, standing km 23.7sec at 130.0mph, 30-70mph 3.4sec, 30-70mph in fourth na



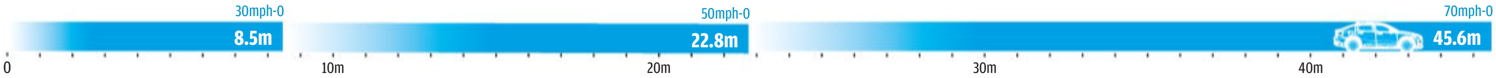
Ford Mustang Mach-E GT (13deg C, dry)

Standing quarter mile 13.2sec at 99.0mph, standing km 25.6sec at 114.9mph, 30-70mph 3.5sec, 30-70mph in fourth na

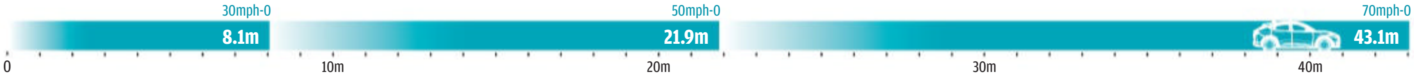


BRAKING 60-0mph: 2.66sec

Polestar 2 BST Edition 270 (12deg C, windy, damp patches)



Ford Mustang Mach-E GT (13deg C, dry)



Data log

POLESTAR 2 BST EDITION 270

On-the-road price	£68,990
Price as tested	£69,990
Value after 3yrs/36k miles	na
Contract hire pcm	na
Cost per mile	na
Insurance	44/£1078

TYPICAL PCP QUOTE

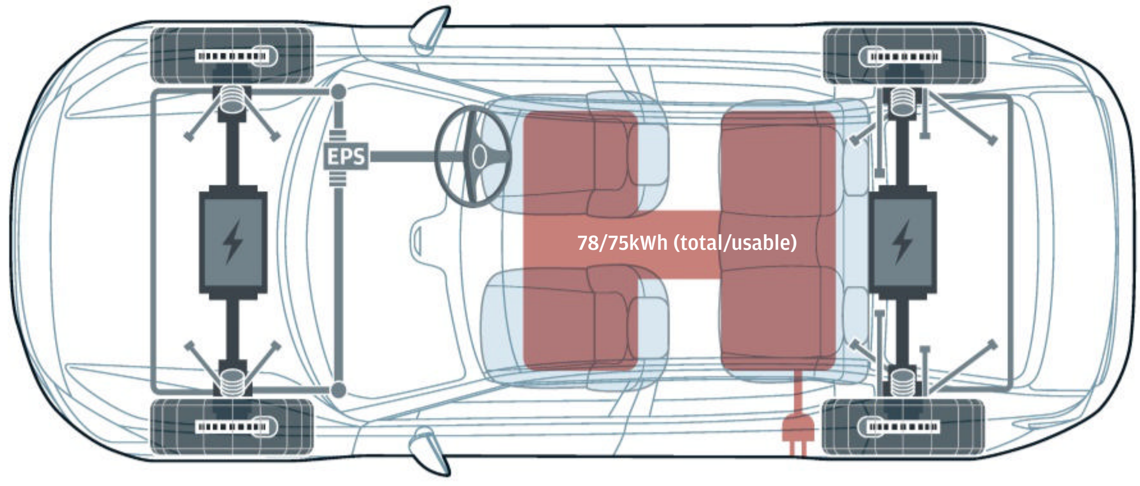
3 years/30,000 miles, 25% deposit £850

Polestar's own PCP finance scheme is currently offering deals like this one on the BST Edition 270 at 7.9% APR. The estimate on a balloon payment at three years is a little over £30k, which should leave some money in the pot for your next deal.

EQUIPMENT CHECKLIST

11.2in portrait touchscreen infotainment system with Google-based app functionality	🟥
Heated front seats, WeaveTech vegan upholstery	🟥
Two-zone climate control with app-based pre-conditioning	🟥
Front and rear parking sensors	🟥
Rear parking camera	🟥
Aluminium strut brace, front	🟥
21in forged alloy wheels	🟥
Performance Pack motor upgrade	🟥
Plus Pack (including Harman Kardon premium audio, panoramic glass roof, heat pump, wireless device charging)	🟥
Pilot Pack (including adaptive cruise control, pilot assist, LED pixel headlights, 360deg parking cameras)	🟥
Snow White exterior	nco
Matt black roof stripe and bonnet decal	**£1000**

Options in **bold** fitted to test car
🟥 = Standard na = not available
nco = no-cost option



TECHNICAL LAYOUT

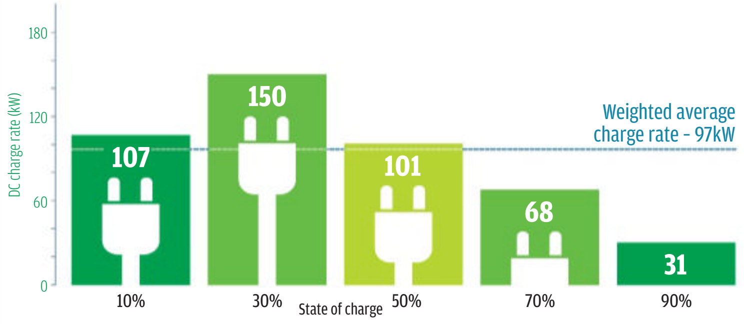
Polestar 2's CMA model architecture (Volvo C40/XC40, Lynk&Co 1/2/3) offers single motor/front-wheel drive or dual motor/all-wheel drive (although the incoming 2024-model-year version switches to 'native' RWD). The steel chassis carries its drive battery in an H shape under both rows of seats and within the 'transmission tunnel'. The weight distribution of our test car was 51% front and 49% rear.

MOTORS

Installation	Front and rear, transverse, four-wheel drive
Type	Two permanent magnet synchronous motors
Power	469bhp
Torque	502lb ft
Battery type	Lithium ion
Battery capacity	78/75kWh (total/usable)
Battery voltage	400V
Max regen power	100kW
Power to weight	222bhp per tonne
Torque to weight	238lb ft per tonne

CHARGING PERFORMANCE

Claimed peak rates 7.4kW (AC), 150kW (DC)
DC test peak/weighted average charge rate 150kW/97kW
Charger used for test Alpitronic HYC 150, Instavolt **Ambient temperature** 12deg C



CHASSIS & BODY

Construction	Steel moncoque
Weight/as tested	2113kg/2161kg
Drag coefficient	0.28
Wheels	8.5Jx21in (f), 9.0Jx21in (r)
Tyres	245/35 R21, Pirelli P Zero Elect
Spare	None (mobility foam)

TRANSMISSION

Type 1-spd reduction gear
Reduction ratio 8.57:1
mph/1000rpm 9.6
Motor rpm at 70/80mph 7268/8307

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

BRAKES

Front 400mm ventilated discs
Rear 390mm ventilated discs
Anti-lock Standard, with ABS, ESC, EBD
Handbrake type Electronic, fully automatic
Handbrake location na

STEERING

Type Electromechanical, rack and pinion
Turns lock to lock 2.5
Turning circle 11.9m

SAFETY

ABS, ESC, Pilot Assist, DAC, RSI, RCW
Euro NCAP crash rating 5 stars (LR DM, 2021)
Adult occupant 93% **Child occupant** 89%
Vulnerable road users 80% **Safety assist** 83%

CABIN NOISE

Idle na **Max power at 90mph** 74dBA
30mph 60dBA **50mph** 64dBA **70mph** 68dBA

ACCELERATION

MPH	TIME (sec)
0-30	2.2
0-40	2.9
0-50	3.6
0-60	4.5
0-70	5.6
0-80	6.8
0-90	8.1
0-100	9.8
0-110	11.8
0-120	14.5
0-130	20.5
0-140	-
0-150	-
0-160	-

ACCELERATION IN KICKDOWN

mph	TIME (sec)
20-40	1.4
30-50	1.4
40-60	1.6
50-70	1.9
60-80	2.3
70-90	2.7
80-100	3.1
90-110	3.7
100-120	4.7
110-130	8.5
120-140	-
130-150	-
140-160	-

ECONOMY

TEST MPG	**Track**	1.4mpkWh
	Touring	2.6mpkWh
	Average	2.5mpkWh
	Range	188 miles
CLAIMED	**City**	na
	Combined	3.1-3.2mpkWh
	Range	283-303 miles

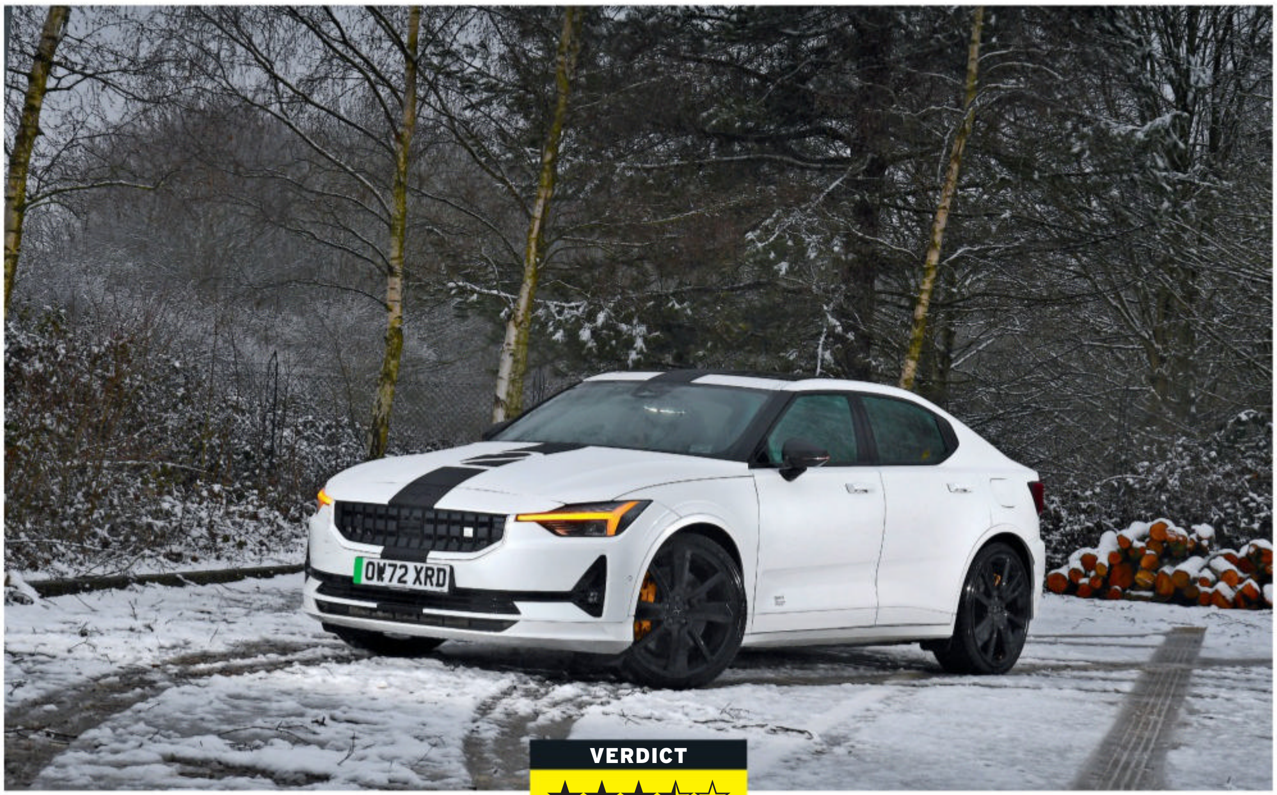
EMISSIONS & TAX

CO_2 emissions	0g/km
Tax at 20/40% pcm	£23/£46

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2023, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Polestar 2, contact Polestar Automotive UK Ltd, Li Close, Ansty Park, Ansty, Coventry, CV7 9RF (08081 348372 , polestar.com/uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5619

Read all of our road tests autocar.co.uk



VERDICT

★★★½☆

A creditable attempt at electric car thrills, although not quite fully formed

The thinking behind the Polestar 2 BST Edition 270 is easy to approve of. It goes something like this: "Electric cars like ours are quick enough already, so let's focus on making them tactile, grippy and composed, and see if we can't surprise a few people."

Because this car doesn't have the torque-vectoring capability to really cash in on its new-found handling composure, there's a limit to how much fun it can be. A smarter motor calibration, or a programme to trim a few kilos from its 2.1-tonne kerb weight, might have made the end result feel more like a car transformed. As it is, the BST Edition 270 is certainly interesting for its alternative take, and it is talented in some areas, but it remains a car only sharpened up rather than taken to all-new heights – either for Polestar, or for cars of its ilk.

We wish it well all the same: because proving that there is a market for really considered performance EVs is a worthy task – and doing it with cars as uncontrived and unsynthesised of character as this is to be applauded.

Testers' notes

MATT SAUNDERS
It may be slightly strait-laced, but for those who have driven some hot EVs and wondered where on earth they could use so much performance, this Polestar 2 might just cut through. There is a likeable authenticity about it.

ILLYA VERPRAET
Scandinavian-hailing brands deal in understatement – fair enough. But do monochrome schemes really work on a car that's supposed to excite you? And should a roof stripe decal just be stuck over a glass roof, blocking out the light? Not for me.

Spec advice

This is a fully loaded car, so your only options are a 'wrapped' grey exterior colour or that black roof-bonnet-and-boot stripe. We would avoid both.

Jobs for the facelift

- Make the torque distribution more rear biased – or driver adjustable, if possible, for extra configurability.
- Give us paddle shifters for manual brake energy regen control. When other brands do it to good effect, why not?
- A few performance-car-typical materials and touches around the cabin would be welcome.

ROAD TEST RIVALS

Verdicts on every new car, p68

	1	2	3	4	5
	PORSCHE TAYCAN RWD	**BMW i4 M50 GRAN COUPE**	**KIA EV6 GT**	**POLESTAR 2 BST EDITION 270**	**TESLA MODEL 3 PERFORMANCE AWD**
	The outstanding electric driver's car of this emergent age, even in entry-level form. Intangible driver appeal like few others.	Has a compelling dose of dynamic poise, as well as usability, big-hitting performance and 4WD.	The outstanding bang-for-your-buck performance EV is a lot of fun, if a bit unpredictable in its handling in its wilder moments.	Superb body control, amazingly moderate ride and boosted tactile feel, although not as agile or poised as some.	Offers plenty of performance and range for the money, plus Supercharger-enabled usability.
	★★★★★	★★★★½	★★★★☆	★★★½☆	★★★½☆
Price	£75,555	£69,040	£62,645	£68,990	£57,990
Power, torque	402bhp, 254lb ft	536bhp, 586lb ft	577bhp, 546lb ft	469bhp, 502lb ft	449bhp, 299lb ft
0-62mph, top speed	5.4sec, 143mph	3.9sec, 140mph	3.5sec, 162mph	4.4sec, 127mph	3.1sec, 162mph
Economy, range	2.6-3.2mpkWh, 231-276 miles	2.8-3.4mpkWh, 258-318 miles	2.7mpkWh, 263 miles	3.1-3.2mpkWh, 283-303 miles	3.8mpkWh, 340 miles

OUR CARS

FEATURED THIS WEEK

AUDI E-TRON GT

FORD FOCUS ESTATE

ORA FUNKY CAT

SKODA ENYAQ iV vRS

SSANGYONG KORANDO

TOYOTA YARIS CROSS

VOLVO XC40 RECHARGE

It could hardly be more different to its biggest brother

TOYOTA YARIS CROSS

Chunkier version of popular hybrid supermini has broken into the top 10 sellers chart. Did it show us why?

FINAL REPORT **MILEAGE** 6232

WHY WE RAN IT

To see why people are scrambling for this latest hybrid crossover offering

People usually think I'm just revelling in being contrarian when I say that I don't really 'get' movies. I do mean it, though. Sitting still, staring at a screen, learning nothing, often to realise you didn't even enjoy it? For me, usually a whole evening wasted. However, I have come to understand why many do enjoy watching them. People are different, and even though films aren't my thing, I can tell the objectively good from the objectively bad… mostly.

It's the same with crossovers and SUVs. I see people getting excited about them on social media and in person, and they're on every bloody street corner now. So while I may not share their enthusiasm, I can of course tell when one is objectively good or bad (in relative terms, that is, because one will never beat a good hatchback or estate for me).

The little Toyota Yaris Cross that I've been running for the past few months was like a lot of the films I've seen, then: it had some good elements, it had a few bad elements and overall it didn't do very much for me, yet I can still see why many people would want to spend time engaging with it (and they do, as it has just entered the UK's top 10 best-sellers chart). And if you think I must say this about every crossover: not quite – unexpectedly, I really bonded with the Honda HR-V that I ran last year.

What was it about the similarly sized and similarly motivated HR-V that the Yaris Cross couldn't replicate? Well, mainly it was more of a premium offering, to the tune of around £6000, and anyone could tell that from comparing their interiors.

The Yaris Cross was no less spacious and practical, though, with rear accommodation and a boot to suit a young family. Indeed, six-footers will fit in the back more comfortably than in the Ford Puma (although I should note that the Renault Captur, which also comes as a hybrid, goes one better with a rear bench that slides backwards into the boot for more leg room). But it looked and felt much more cost-conscious, with chubby mouldings of hard grey and black plastics, in comparison to the sleek, cream-leather-lined HR-V. It's obviously not fair to directly compare such disparately priced cars, but I would think Toyota could give this interior a more mature and upmarket aura.

One aspect of it that deserves no criticism, however, is the cabin technology. The modestly sized infotainment touchscreen hasn't absorbed the air-conditioning controls, or the shortcut buttons on

Performance wasn't lacking but handling was

Boot could handle an airport run and probably a pram too

> “When I made a concerted effort to drive efficiently, it self-calculated ratings as high as 135mpg”

SECOND OPINION

I didn't spend long in the Yaris Cross, but you don't really need to in order to get a feel for it. It's the right size and height to rub along with particularly easily, simple to place and park, and with precise steering that I quite enjoyed, but short on sparkle dynamically and inside too. I doubt we will be recommending it much new. But it will probably make a great, frugal used car. **MP**

its frame, while its software proved intuitive and free of glitches. Not that I used it that much, because it had wireless Apple CarPlay, in any car the ideal interface, making either the £500 Tech Pack or the top Excel trim level a virtual must.

The driving position was also comfortable, with a good amount of adjustment in the seat and steering – enough to allow you to sit fairly low (which I did) or perched high like a swimming pool lifeguard, which I hear is also rather popular these days.

Comfort seemed the main focus of the driving experience too, the ride quality being of greater significance than the handling. It wasn't soft and squidgy like the HR-V – which I would have preferred – but then nor was it a thumper, like so many cars are today in an effort to seem sporty.

Sporty? Nah, not for the Yaris Cross. I tried to have some fun in the countryside but soon realised this was going to be a fruitless harvest. It wasn't slow – with good step-off enabled by the electric motor boosting the three-cylinder petrol engine's efforts – but numb steering and an understeering balance made it clear it didn't want to attack corners.

This is a hybrid geared for urban driving, so clearly fuel economy is infinitely more important. Officially this car promised a strong 62.8mpg, and mine averaged 47.1mpg. That doesn't sound great, but then I spent most of my time cruising to work and back on the motorway and rarely did the trip computer give my driving style a glowing 'eco' rating.

When I did make a concerted effort on short hops, using Eco driving mode and therefore spending a good proportion of the time in electric-only mode, it self-calculated ratings as high as 135mpg, and some colleagues and readers have told me they have averaged 60mpg or more overall, so I wouldn't feel at all justified in talking down the Toyota hybrid system's efficiency. In any case, it did better than a pure-petrol crossover would have.

So, do I miss the Yaris Cross? I would answer 'no, not really' – but then I look at the fuel-station receipts of my new long-termer, a diesel SUV from the opposite end of the Toyota spectrum, which I will be introducing on these pages soon. That will teach me to yearn for separation from the flock, won't it?

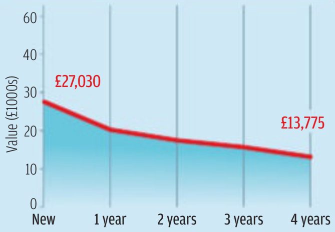
KRIS CULMER

TEST DATA

TOYOTA YARIS CROSS 1.5 HYBRID DESIGN E-CVT

MILEAGE	
At start	913
At end	6232
PRICES	
List price new	£26,530
List price now	£27,030
Price as tested	£27,645
OPTIONS	
Galactic Blue metallic paint £615, Tech Pack £500	
FUEL CONSUMPTION AND RANGE	
Claimed economy	62.8mpg
Fuel tank	36 litres
Test average	47.1mpg
Test best	61.2mpg
Test worst	39.0mpg
Real-world range	373 miles
TECH HIGHLIGHTS	
0-62mph	11.2sec
Top speed	105mph
Engine	3 cyls in line, 1490cc, petrol, plus electric motor
Max power	116bhp at 5500rpm
Max torque	89lb ft at 4800rpm
Gearbox	e-CVT
Boot	397-1097 litres
Wheels	17in, alloy
Tyres	215/55 R17, Continental EcoContact 6
Kerb weight	1175kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£364 pcm
CO_2	102g/km
Service costs	None
Other costs	None
Fuel costs	£641.97
Running costs inc fuel	£641.97
Cost per mile	12 pence
Faults	None

DEPRECIATION



PREVIOUS REPORTS

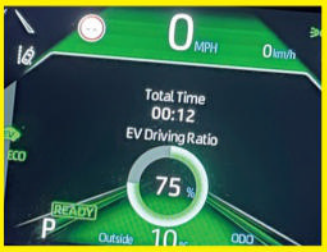
15 Feb, 22 Feb, 8 Mar, 22 Mar, 5 Apr

OWN ONE? SHARE YOUR EXPERIENCE
kris.culmer@haymarket.com

LOVE IT

LESS IS MORE

Our lives are now full of needless tech. Not here: just what's required in concert with physical controls.



FUEL ECONOMY

The hybrid system offers potential for great savings. Even my leaden foot got past 60mpg at times.

COMFORT AND SPACE

Getting comfy in the driving seat was easy (unusually for me), while the rear and boot were commodious.

LOATHE IT

GIVE ME SOMETHING

The target market might not care, but this is an enthusiast's mag and boy was it uninspiring to drive.

IMMATURE INTERIOR

The cabin has an almost childish design, and nor does it feel at all classy.

“This is going to be a stress test for the very concept of an all-electric GT”

AUDI E-TRON GT

Super-EV broke ground for Audi. Will life with it now break our deputy road test ed?

FIRST REPORT

WHY WE'RE RUNNING IT
Audi's inceptive performance EV is a class act, but what's it like to live with?

Apologies for the state of this filthy Audi. As regular readers will know, when a car is inducted into these pages it is customary for it to be gleaming, having been washed then nursed to the photoshoot location with not a morsel of grit acquired en route.

Things went differently for our new E-tron GT – a Tango Red example of the Porsche-engineered jewel in the crown of Audi's rapidly expanding range of electric cars.

The very first day of our time together was christened not with an easy crawl across London to Autocar HQ in TW1, or handover at some fashionably lit dealership. Instead, we had a little foray to Antwerp and back. Bang: 459 miles. The chaser was two rapid-fire visits to Heathrow Long Stay before an even heftier excursion to Edinburgh, totalling 809 miles. (I know the exact mileage because the myAudi app not only tells me charge status but also breaks down daily trips, which is absurdly useful for report writing.) The car has been so busy that when staff writer Jack Warrick, string-puller for the Autocar fleet, issued me with a surprise copy deadline, we had to head out and photograph our grime-smeared GT on the A3 during a Friday lunch hour. Looks epic, though, doesn't it?

Now obviously I could have taken an ICE car on those trips to Belgium and Scotland. The TDI Skoda Superb I drove to France last summer – the one that broke my mind a bit when it did, I kid you not, 1112 miles on a tank – would have made mincemeat of the entire itinerary. But this would have been a cop-out. It also would have undermined what I'm hoping to learn during my stint with this very novel, medium-hot Audi.

That's because this is going to be an inadvertent stress test for the very concept of an all-electric GT. My situation isn't exactly ideal for running any kind of EV. My flat occupies the upper floors of a building on a busy-ish road without even a solitary, anaemic lamp-post charger. Something like a 7kW wallbox, which my colleagues Matt Prior and Mark Tisshaw have installed at their homes, requires a driveway and so for me is but a distant dream. I could petition the council to install a cable gulley in the pavement outside but what if the right space isn't waiting for me?

So charging up – that barest of essentials – will be less convenient for me than it is for, let's say, 99% of all EV owners. I'll have to treat this E-tron GT as though it is a conventional ICE car. It will be refuelled via public facility. Added chaos will be derived from the fact that my job requires lots of driving, often to far-flung locations, and without any semblance of routine; 300-mile days are not unusual.

I'm describing a nightmare scenario for any EV, except for one of Elon Musk's cars, whose range and Supercharger access remain game-changing. So far, the Audi and I have managed only 229 indicated

SECOND OPINION

Perhaps the E-tron GT's most worthy attribute is just how effortlessly and casually it tackles the daily grind – unexpectedly so for a car this generous of proportion and price. Accurate driving controls, cosseting damping and sensibly conceived interior packaging make it, to me, as much a family hack as a brawling 'bahnstormer. The spirit of the RS6 lives on. **FP**

Charging at the office will be a luxury

Cabin is already impressing with its old-world Audi charm

Can you sense the Porsche Taycan lurking beneath?

miles on a single charge, versus 301 miles claimed. Reality bites. I hope the onset of summer and warmer temperatures ameliorate this. As for public charging, I already have apps for five providers. Undoubtedly, there will be many more.

In our favour is the fact that I'm genuinely interested in this loping electric GT car, and how exactly the time in its company will pan out. Any cynicism or even ambivalence now would be terminal for our relationship, but that isn't how we're going to be starting out. I'm keen.

There's also the fact that this Audi, as I've already discovered, is good company. It's not perfect – it's damned wide, yet the parking sensors are so sensitive that we're already deep into wolf-crying territory – but it moves through the world like a mechanical panther. Quiet, sleek, smooth and, with 472lb ft of hair-trigger torque, superbly rapid if ever you need it.

Disparate elements – cockpit, steering, general aesthetic – are also more convincing than Audi's current efforts elsewhere. The GT seems less desperate to impress you than, say, an RS7, and this insouciance makes it easy to warm to. Even in searing Tango Red. It really isn't my colour and I think the car looks more elegant in Ascari Blue, Floret Silver or Kermora Grey (more of a pastel blue). However, the rakish silhouette does at least ensure red isn't outright jarring.

So what is this thing? We'll dive more deeply into the Taycan-shared platform later, but the car presents as a 152mph four-door fastback, and a deliciously low-slung one. It has air springs (standard on Vorsprung trim) and a motor on each axle, the rear of which drives through a two-speed 'box. A 93.4kWh battery is under the floor. The whole show weighs 2347kg, which is a hell of a lot, but clearly deftly managed.

At £113k, the asking price is also a hell of a lot. But it seems a bit more palatable when you consider BMW now wants £85k for an M3 Comp and a 911 Carrera S is £110k. It gets easier still to digest when you learn that £113k is for our all-singing Vorsprung model, with its B&O hi-fi, head-up display, rear-steer, matrix headlights, Pro sports seats and acoustic glazing, plus other bits we will get to in due course. A bare-bones E-tron GT costs £85k, which looks fair value for something so obviously bleeding-edge and, for want of a better word, slick.

So I like the cut of the E-tron GT. Would I like it more with 450bhp of inline-five stuffed longitudinally into its sloping nose? Head says yes. As does heart, though not with quite the same conviction as the head. It may be heavy and need copious recharging but you cannot say this car isn't authentic. In what it represents and its execution, this is the most exciting Audi since the rear-drive R8. Petrol-ising it would, for better or worse (mostly better, it must be said) diminish that.

But back to reality. We have on our hands an Audi super-saloon and a custodian who is, for now, up for the challenge presented by its operational requirements. Let's see what it's made of.

RICHARD LANE

TEST DATA

AUDI E-TRON GT VORSPRUNG QUATTRO

Price new £112,850 **Price as tested** £116,315 **Options** Tango Red metallic paint £950, E-tron Sport Sound £500, full-leather package £1665, single-frame grille in body colour £350 **Faults** None **Expenses** None **Range** 305 miles (WLTP) **Economy** 3.1mpkWh (WLTP)

OWN ONE? SHARE YOUR EXPERIENCE
richard.lane@haymarket.com

SKODA ENYAQ

It's high time we had smarter info to help us find an empty, working charger

MILEAGE 6984

WHY WE'RE RUNNING IT
To see if the vRS badge can make an electric car exciting

Such is the way with the UK's charging infrastructure that I've had two vastly different experiences recently, one at Hopwood Park services just south of Birmingham and the other at Rugby services on the M6. The former is old infrastructure, the latter is new.

At Hopwood, there's a vast bank of Tesla Superchargers, naturally, but only two 50kW Gridserve units: one with two CCS charge cables, the other with one CCS and one Chademo. The thing I never realised, in my ignorance, is that the current is split at some of these older charger stations, so if you have two cars plugged in, you'll only get 25kW of juice. So even once you've queued up for an hour (and I did), you're then staring down the barrel of a two-hour-plus charge to get going again.

Rugby was a ray of sunshine in comparison – loads of chargers and only a single cable per unit so you get the full whack of input. Although, weirdly, the Enyaq maxed out at 50kW, which is a long way short of its maximum of 135kW. Our sibling title What Car? has another Enyaq on test and it has absorbed electricity at a faster rate, so maybe our battery wasn't pre-conditioned.

Some of the blame for this could be laid at my door, because I hadn't properly planned my journey so I simply pulled in when I knew I'd need to top up. But the counter-argument is that I was using the Skoda navigation, so it should have known I was going to stop. After all, it pings when you hit 20% and gives you a few choices of where to head to for a top-up.

If only this information was smart. The car gives you options of possible chargers but doesn't tell you how busy they are or how many are working. So I ended up driving around a few locations, wasting more time, trying to find chargers in vast car parks and then realising they weren't working.

This criticism could be levelled at most EVs. But that doesn't make it any less valid. Work needs to be done by charging companies and car manufacturers. The data is out there. It just needs to be synched.

PIERS WARD

LOVE IT

THE RIGHT NOISES
The speakers work well. Good clarity and healthy bass make easy listening for any sort of music or podcasts.

LOATHE IT

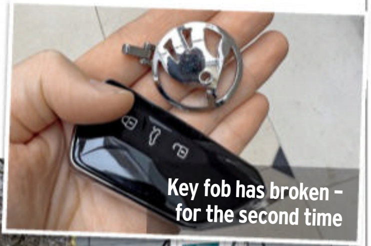
THE WRONG NOISES
I'm starting to hear an occasional rattle from the rear. Hopefully it won't become a permanent one.

TEST DATA

SKODA ENYAQ COUPE iV vRS

Price £54,370 **Price as tested** £54,990 **Faults** None **Expenses** None **Range** 200 miles **Economy** 2.6mpkWh **Last seen** 5.4.23

OWN ONE? SHARE YOUR EXPERIENCE
piers.ward@haymarket.com



Key fob has broken – for the second time

Our car maxed out at a rather modest 50kW

VEVA | CHARGING CHANGE

Powered by marlec renewable power

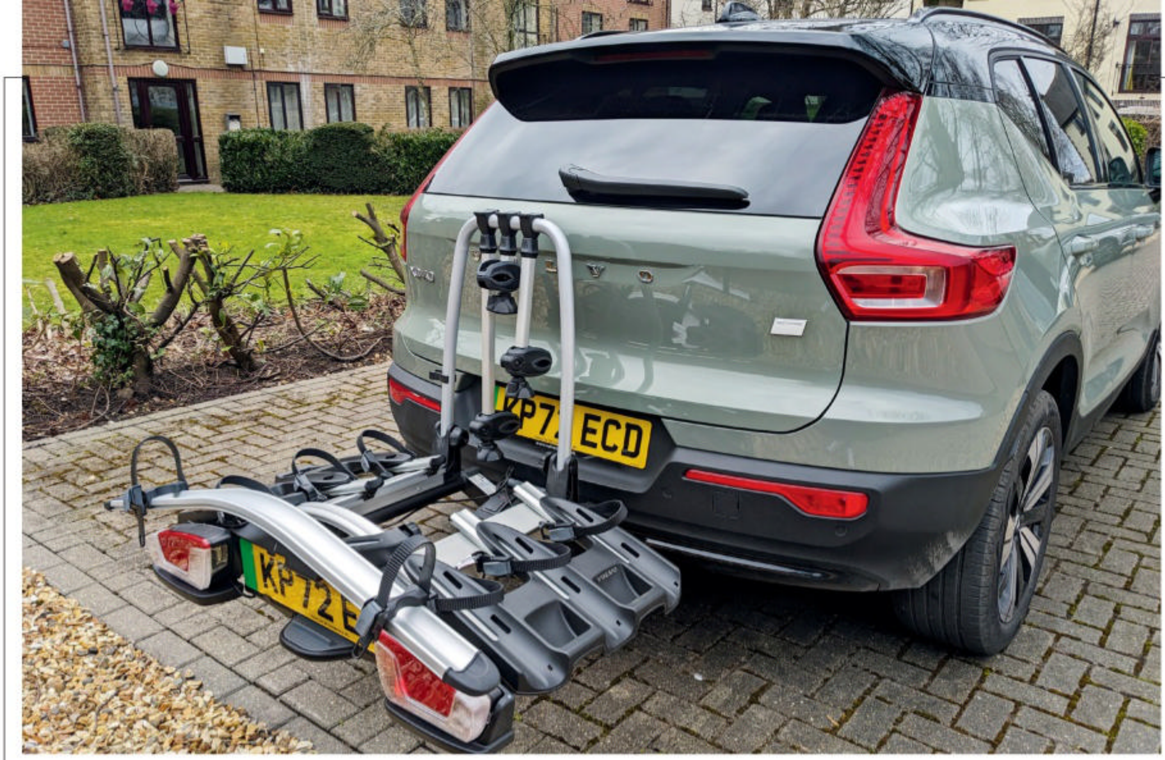
THE NEW CAR CHARGER INNOVATIVE, BEAUTIFUL AND DESIGNED TO POWER YOUR DREAMS.

EASY TO INSTALL & SIMPLE TO SET UP

- ◊ Quick Installation Time
- ◊ Interchangeable Fascias
- ◊ WiFi Connectivity
- ◊ IOS & Android App
- ◊ EV Smart Charge Compliant
- ◊ Built-in Earthing
- ◊ Charge from PV Array
- ◊ Multi Colour LED Indicator
- ◊ UK Manufactured

Developed By The UK's Longest
Established Renewable Energy Company.

WWW.VEVACHARGER.COM
INFO@VEVACHARGER.COM



VOLVO XC40 RECHARGE

We're getting ready for spring with some outdoorsy add-ons

MILEAGE 4161

WHY WE'RE RUNNING IT

To see if Volvo's smallest battery-powered SUV can be a motorway commuter and weekend companion

It's now three years since we were first told to lock our doors and stay two metres away from everyone. Wow, that flew by. Gone are the days of looking out the window at your unused motor, longing for an escape from the once-loved home you suddenly despised.

Well, kind of. The start of 2023, with its freezing temperatures, battering wind, endless rain and intermittent snowfall has proven difficult for those who like to spend their time outside doing outdoorsy things when the working week ends. With spring now here, though, the XC40 Recharge outside my flat is really pulling me to join them and do more than go cycling in the New Forest every few months.

As I've reported before, this electric SUV has enough room in its 452-litre boot (1289 litres with the back seats down) for a bike, camping gear or a couple of dogs.

But I wanted to dial it up a notch for this test. It's now fitted with a towbar, so the door has been well and truly swung open for some caravanning or even horsebox-pulling. My mum was very excited.

Hold your horses, though. (Sorry, couldn't resist.) We will get to that. I'm starting off simple. As you've seen above, a bike rack is the first move. And it's a proper one at that.

With slots for four bikes (enough for a small family, whom an XC40 would suit nicely), this towbar-mounted rack from Thule comes in at £446. Not cheap, but as the £1250 towbar can be optioned and added to the monthly rental cost (£21 per month over four years directly from Volvo), it makes the pair a bit more of an affordable proposition.

When the bike rack is fitted, you certainly know it's there: the added 1030mm in length bumps the XC40 to nearly 5500mm, which is longer than the very stretched BMW i7.

Given such length, I thought that I would find myself second-guessing during low-speed tight cornering, but the great visibility from the XC40's superb driving position means manoeuvring around the car park of my city-centre flat is a relative doddle, even if learning where the new pivot point is needs some thinking.

Extra bonus points are awarded for the trick step that tilts the rack forward for easy boot access and the fact the rack fits in said boot, albeit snugly, if needed.

There's obviously some impact on range, due to the aerodynamic disruption and extra load. The rack weighs just under 22kg on its own, and the average bike weighs around 10kg. So my 220 miles per charge soon dropped below 200.

The XC40 has impressed me with how it can be packed full of kit and people yet still deliver a comfortable ride and a stress-free driving experience. There are cons too, most notably the limited range (not helped, of course, by the UK's sub-par charging infrastructure or my lack of a driveway).

However, this issue won't be quite so bad for future XC40 buyers, with updated cars (due in late 2023) getting a host of significant tweaks to extend the range to 290 miles.

While I'm on the subject, an amendment. In my last report, I cited a fellow XC40 driver who noted "abysmal" economy of 1.88mpkWh. The reason, it turns out, was poor maths (theirs rather than mine, I'm glad to say). Instead, they came closer to 3mpkWh.

WILL RIMELL

It's still relaxing even with a bike rack attached

LOVE IT

OKAY, GOOGLE

The infotainment is superb, and the voice assistant is a plus, especially for getting a weather forecast.

LOATHE IT

BURNING EYES

There's no dark mode for the map, and as the sun pokes out, on comes a distractingly bright backlight.

TEST DATA

VOLVO XC40 RECHARGE

Price £51,750 **Price as tested** £53,525 **Faults** None **Expenses** Windscreen replacement (via insurance), towbar £1250, bike rack £446 **Range** 210 miles **Economy** 3.0mpkWh **Last seen** 29.3.23

OWN ONE? SHARE YOUR EXPERIENCE
will.rimell@haymarket.com

Ford Focus Estate

MILEAGE 11,010 **LAST SEEN** 29.3.23

I recently got a new phone that can charge inductively. Great timing, as the Focus has a wireless charger and wireless CarPlay. Trouble is, when using Google Maps and Spotify and charging wirelessly, the phone gets very hot, which can't be healthy for it. So I'm sticking with cable most of the time. It's still useful for short drives, but it's not the technological advance that it initially seemed. **LL**

Ora Funky Cat

MILEAGE 2580 **LAST SEEN** 29.3.23

I've yet to meet a forward collision prevention system I don't despise, but the Ora's is especially irritating. Even in stop-start traffic at sub-5mph, it's perpetually convinced that I'm going to floor it into the boot of the car in front. And its softly spoken request that I "please brake" doesn't carry as much urgency as might be appropriate if I were actually about to have a smash. **FP**

Ssangyong Korando E-Motion

MILEAGE 1203 **LAST SEEN** 5.4.23

The Korando has been packed with everything I own, and the big move to London is upon me. There is more than 1200 litres of cargo space in play with the rear seats lowered. However, they don't fold flat and a few gaps appear between the seats and the boot space itself, so I had to double-check for any lost items. **JW**

YOUR VIEWS

WRITE TO
autocar@haymarket.com

LETTER OF THE WEEK

How the mighty have fallen

It was very interesting to read your excellent article about the future of Ford (22 March). Unfortunately, the phrase including doors and horses bolting comes to mind, as I firmly believe that Ford has lost the plot altogether. No amount of smooth marketing speak can cover the fact that Ford in the past had three, four or even five of the top 10 best-selling cars in the UK, but now it has only two and is about to discontinue one of them.

As a salesman who drove Fords all through the 1980s and 1990s, I can say the company's ability to produce cars that were perfect for the moment was unrivalled. Escorts, Cortinas, Granadas, Mondeos, Fiestas, Focuses: all great at what they do. Now Ford has produced a box on wheels as bland as all the other available boxes.

Why can Vauxhall quickly produce an electric Corsa and make a success of it yet Ford can't do so with the Fiesta? Why did it start its electrification with the Mustang Mach-E, a completely pointless car?

I've just switched to electric, purchasing a quite brilliant Genesis GV60. Where is Ford in this sector? Nowhere is the answer.

I'm sad to see such a great car maker fail so miserably to read the market, given all its available talent. Ford's future doesn't look good.

Eric Guy
Thatcham, Berkshire

The economies of scale in a 14-brand group (Stellantis) would have made creating an electric supermini far more viable for Vauxhall than Ford – KC

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

Valet PRO
PROFESSIONAL VALETING SUPPLIES

It doesn't add up

Part of Steve Cropley's 1 March update on his Vauxhall Astra plug-in hybrid had me going: 'No, no, NO!'

This was his acceptance of 'clear-minded' guidance on converting the cost of charging the battery into a petrol equivalent to get a net MPG.

The purpose of a PHEV is to cut your carbon-burning miles as far as possible, so the only meaningful measure is how far you can stretch the petrol you do burn. Pretending some equivalence to create a "true" figure is therefore like eating some biscuits for lunch and arguing it's as healthy as a chicken salad because it contains the same calories.

In addition, Cropley got this MPG using his energy price of around 30p/kWh. But what if I charge on an 11p/kWh night rate or from my own solar panels? You don't have this variability with petrol, so Steve's figure may be way off for others.

Lastly, PHEV economy is entirely use case-dependent. I daily-drove a Vauxhall Ampera for six years, and sometimes it would start its engine just for maintenance, as it hadn't run in weeks, with us charging at home and 95% of our journeys being within the 30-ish miles of EV range.

In conclusion, any one driver's PHEV MPG is close to meaningless to any other. Steve asked for better ideas. I'd say we just need to know EV range and MPG on a flat battery. With that, we can assess it against our requirements and alternatives.

Mark Brockbank
Via email

Gilding the lily

'Saucerer' expressed irritation at Mercedes-Benz over a lack of maturity of the interiors of its cars (15 March). I share this feeling but must defend Mercedes to a degree.

I was employed by a Mercedes dealer between 1976 and 1992 and in that time learned much about its customers' knowledge, whims and wishes. I was surprised at the lack of true interest in cars and motoring displayed by many. Elaborate and hugely expensive stereos, tasteless bodykits and even once gold plating of the bonnet star were the order of the day where many of them were concerned. Much of my detailed product training went to waste.

Those were the early days of bling. Today, all-black exteriors, thin tyres and distracting screens proliferate. Mercedes et al now cater fully for this highly profitable custom, and sadly we enthusiasts can only roll over and join them. Or do what I've done: hold on to a venerable old analogue saloon and take pleasure in its relative and tasteful simplicity.

Jeff Loomes
Hartley, Kent

BRINGATRAILER.COM

This stuff was never Jeff's cup of tea...

National interest

Jim Holder asks whether people care where their cars are made (Inside Information, 15 March).

I do. I own and love a Mini Cooper Sport, and I'd like to swap into the new electric Cooper in 2024/2025. However, I won't be buying a Mini EV, no matter how good it is, when it's built in China. This is for all of the reasons Holder talked about: primarily China's policies and a wish to support British industry.

I've written to Mini about this, but they weren't interested in replying.

I might buy Oxford's petrol Mini or the French-made Renault 5 EV when it arrives. Perhaps Nissan will provide me a Sunderland-built fun EV with character. Whatever, my next car won't be an electric Mini.

Nigel Wade
Via email

Mini made in China? No thanks, says Nigel

A tearful farewell

I almost shed a tear at the grotesque picture of the new Ford Tourneo Courier – set to "inherit the Fiesta's role" – in the 15 March news pages.

Ford was my first choice from 105E Anglia to Sierra Sapphire, including the various Cosworth-engined enthusiasts cars. Even when executive company cars such as Audis and Jaguars became my transport, my wife had Fiestas and Pumas. I used Ford engines in Caterhams and a racer and am now involved in building a GT40 replica. But Ford is now a sorry shadow of itself in the glory days, when young people drooled over XRs and RSs.

I can only see a sorry end for the company in the future. Rest in peace, Ford: you were great once.

Bob Bull
Bristol

Ford
FIESTA
CORTINA
GRANA
The range to judge

Explore other options

As an ex-employee of Ford and a driver of many of its cars over the years, I still take an interest in what the company is up to.

The demise of the Fiesta, Focus and Mondeo is an undoubtedly brave move, given the devotion of many people to those cars.

The news that the Fiesta line will be converted to build the Explorer doesn't inspire my confidence in the future. From pretty much every angle, the new car is painfully ugly and not something that would ever appear on my driveway. Ford also seems to have forgotten that the previous Explorer it sold in Europe was arguably the worst car it has ever marketed here, so reusing the name is perhaps unwise.

I can only hope that further replacements for deleted models are better – much better.

Steve Laird
Belfast

The American nightmare

So Ford is "going back to its roots", according to its European boss, and replacing the Fiesta with an electric SUV "designed around the concept of American-ness".

Without even a hint of irony, Autocar informs us that Ford is going to build this car in Germany on a Volkswagen Group platform.

Martin Sander said that Ford is "the only American iconic car company still doing business in Europe". An automotive journalist might question why that is.

Europeans weren't interested in Daewoos dressed up as Chevrolets, Vauxhalls rebadged as Cadillacs or obsolete Mercedes-Benzes turned into Chryslers, and we're even less interested in actual American cars.

Ford produced (good) European cars. That's why it was successful.

Will the Explorer be equipped with four-wheel drive so that it can navigate the **** that will be contained in the brochure?

You should call out the nonsense peddled by these PR executives.

Heinz O'Connor
Mullingar, Ireland

While Ford is in the early stages of its EV transformation, we can but judge the company on its ambition. In answer to your question: yes, the Explorer will get 4WD and up to 335bhp – FP

Cars
e all others by...
Ford

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

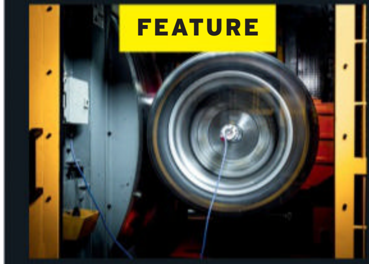
ON SALE 19 APRIL

SHOOTOUT

Ford Focus ST vs Toyota GR86

Thought the affordable driver's car was dead? Well, not quite. Matt Prior delivers the verdict on who offers the most bang for your buck

FEATURE



Inside Pirelli

No longer just rubber rings, tyres are flying into the future. What will that mean for us?

NEWS

Shanghai motor show

Latest developments from the hotbed of innovation that is current-day China

EVERY WEEK

ROAD TEST

Bentley Continental GTC S

Summer is on its way. Is the best way to spend it in a drop-top Bentley?

USED GUIDE

Suzuki SC100

'Whizzkid' is no less talented in old age if you know what to look for

SUBSCRIBE autocar.co.uk/subscribe or see p44

CONTENTS SUBJECT TO CHANGE

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

EDITORIAL
Email autocar@haymarket.com
Editor Mark Tisshaw
Editorial director, Automotive Jim Holder
Editor-in-chief Steve Cropley
Magazine editor Rachel Burgess
Associate editor Piers Ward
Managing editor Sami Shah
Editor-at-large Matt Prior
Road test editor Matt Saunders
Deputy road test editor Richard Lane
Road tester Illya Verpraet
News and features editor Felix Page
Deputy news editor Will Rimell
Staff writer Jack Warrick
Editorial assistant Charlie Martin
Editorial apprentice Jonathan Bryce
EV correspondent James Attwood
Used cars editor Mark Pearson
Used cars reporter Oliver Young
Chief sub-editor Kris Culmer
Group art editor Stephen Hopkins
Art editor Sarah Özgül
Junior designer Tara Tuohy
Senior photographer Luc Lacey
Photographer Max Edleston
Picture editor Ben Summerell-Youde
Videographer Jack Harrison
Social media executive Georgia Patmore

EDITORIAL CONTRIBUTORS
European editor Greg Kable
Business correspondent Nick Gibbs
Used car correspondent James Ruppert
Senior contributing writer Andrew Frankel
Senior contributing editor Richard Bremner
Contributing editor Mike Duff
Motorsport editor Damien Smith
Senior consulting editor Tom Evans
Special correspondents Mauro Calo, Jesse Crosse, James Disdale, John Evans, Colin Goodwin, Hilton Holloway, Simon Hucknall, Julian Rendell, Richard Webber
Special contributors John Bradshaw, Alastair Clements, Kiall Garrett, Giles Harper, Peter Liddiard, Stuart Milne, Allan Muir, Sam Phillips, Rebecca Stevens, Will Williams

MEDIA ENQUIRIES
Tel +44 (0)20 8541 3434
Contact Martin Saarinen (martin@performancecomms.com)

SUBSCRIPTIONS
Tel 0344 848 8816 **Overseas** +44 (0)1604 251450
Email subscriptions.team@haymarket.com

SYNDICATION ENQUIRIES
Tel +44 (0)1962 867705
Contact Simon Fox (simon@foxsyndication.com)

LICENSING ENQUIRIES
Contact Lydia Curtis (lydia.curtis@haymarket.com)

BACK ISSUES
Tel 0344 848 8816
Email help@autocar.themagazineshop.com

ADVERTISING
Classified +44 (0)20 8267 5776 **Display** +44 (0)20 8267 5541
Production +44 (0)20 8267 5814
Director of sales and commercial partnerships Kate Hannam
Head of sales Jawade Khan
Media sales executives Joe Richardson, Billy Piercey

PRODUCTION
Tel +44 (0)20 8267 5561
Head of production operations Trevor Simpson
Group production manager Ailsa Donovan

MANAGEMENT
Managing director Rachael Prasher
Marketing director Darren Pitt
Publishing operations manager Lydia Curtis

© 2023, Haymarket Media Group Ltd. Autocar, Motor, Autocar & Motor are registered trademarks. Circulation enquiries: Frontline Ltd, 1st Floor, Stuart House, St John's Street, Peterborough, PE1 5DD (01733 555161). Printed by William Gibbons, Wolverhampton. Registered as a newspaper with the Royal Mail. Member of the ABC. ISSN 1355-8293.

No part of this magazine may be reproduced, stored in a retrieval system or transmitted in any form except by permission. The publisher makes every effort to ensure contents are correct but cannot accept responsibility for errors or omissions. Unsolicited material is submitted to Autocar entirely at the owner's risk; the publisher accepts no responsibility for loss or damage.
With regret, competitions and promotional offers, unless otherwise stated, are not available to readers outside the UK and Eire.

CULT HERO

BENTLEY BROOKLANDS

FOLLOW THE MONEY

The Brooklands GT was always expensive – and always will be

It was hardly a fairytale start. The Brooklands took on the role of Bentley's flagship model in 2008, but this thumping great two-door coupé couldn't have arrived at a worse time. Launched straight into the jaws of a global financial crisis, it cost the best part of £230,000. As a result, only around 400 of the intended run of 550 cars found homes, 97 of those in the UK.

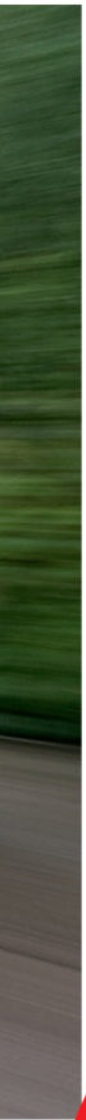
It shared much of its design with the convertible Azure. Its long sloping roof formed a graceful profile and the muscular stance was anchored by huge, 20in wheels shrouding beefy brakes. The addition of the fixed roof (and resultant stiffening) impressed road testers, creating a sporting brute that captured something of the spirit of the Blower Bentleys of the 1930s. A pair of heavyweight turbos yielded 530bhp and a mighty 774lb ft of torque. The modifications transformed the 6.75-litre V8 warhorse, first produced in 1959, into a powerhouse.

Performance was effortless. The quoted figures for the Brooklands were a top speed of 184mph and 0-60mph in 5.0sec, but the 30-50mph time of 1.7sec told you all you really needed to know about its indomitable, real-world pace.

Its appeal didn't end with handsome lines and corrupting levels of power, either. The richness of the cabin ambience was, if anything, even more charming. Each interior required 16 cow hides, sewn together by hand. Inlaid and polished slabs of wood were measured in pounds, not the ounces found in lesser machines. And there was all that dense, thick carpet.

It was a relatively practical car, too. Thanks to its vast, 5411mm

> “Each Brooklands interior required 16 cow hides, sewn together by hand”



A Brooklands, for all its pomp and might, is usable

Think of it as a gentleman's club that'll do 184mph

> **WHAT WE SAID THEN**
> **5 FEBRUARY 2008**
> "On the road, it feels sporting yet not intrusively so. The ride is super-smooth but has enough detail in its response to let you know exactly what's going on beneath your backside. But the real star of the show is the engine. And the gearbox, which works seamlessly with the motor to provide one of the more surreal experiences you'll ever have in a car."

length, the rear had plenty of space, making it a true four-seater – one that could carry four people's luggage as well, courtesy of the 374-litre boot. Less practical are the running costs, with an urban figure of 9.8mpg, and pride of place in the highest road tax bracket. Service and maintenance costs can be punitive, but at least the tyres are not as pricey as you might think, at £250 a corner for Pirelli P Zeros.

On top of the launch price of £230,000 – £343,000 in today's money – you could add plenty of pricey extras, including £2250 for the flying mascot on the bonnet, and £20,000 for carbon brakes. So it pays to study the spec of any intended purchase carefully.

The model's rarity and majesty have kept prices high today. Values seldom dip below £120,000, give or take for high or low mileage, which represents a *£90,000 premium* over similar-age Continental GTs from Bentley's entry-model coupé range. The likes of the Brooklands will never be seen again, demand having shifted to luxurious SUVs.

There have been many cars crafted by hand from expensive materials, but they're often tucked away in dehumidified garages year round. The Brooklands, like its 1930s forebear, was designed to be used. It is a sumptuous grand tourer that looks its best when heroically fly-spattered, rather than pampered on a trailer. It was built for a world that no longer exists, using expertise and techniques that are being subsumed by automation. As a compelling expression of a bygone age, the Brooklands deserves to be celebrated.

CHRIS CHALMERS

HOW TO GET ONE IN YOUR GARAGE

6¾ LITRE BROOKLANDS

An owner's view

SIMON MAHONY

"I used to own a Mulsanne, but I just saw the prices tumbling, so I replaced it with the Brooklands. I love its coupé styling. It's just a wonderful car, quite sporty even. I've enjoyed taking it up to north-west Scotland, among other road trips. I have even seen 18mpg on long runs. Servicing costs are quite expensive. I take it to my local Bentley dealer, but you just have to accept it's an expensive car to run. The only real problem I've had were the rear suspension dampers, which was not a cheap fix, but I've loved owning the car, nonetheless."

Buyer beware...

■ ENGINE

The Brooklands' engine never exceeds 4500rpm in normal use and few examples have covered mileage high enough to reveal problems with wear, but regular servicing is expensive. Bentley dealer Jack Barclay quotes £5000 for a full engine service and £1900 for an interim service. Independent Bentley specialist Mulsanne Motors quotes a more reasonable £1300 for an engine and gearbox service.

■ GEARBOX

The six-speed ZF 6HP26 gearbox appears to give little trouble. Although it was conceived as a 'sealed-for-life' unit, services should be carried out at least every 60,000 miles. Jack Barclay quotes £800 for the service on its own.

■ SUSPENSION

The car weighs 2650kg, so bushings are worked hard for a living and they cost in excess of £1000 for full replacements, not including labour. Listen for clunks or thumps over potholes.

■ INTERIOR

This should have been well cared for. Even high-mileage examples should look softly mellowed, not worn. Repairing any tears or damage may be costly, given the leather's grain, colour and weight.

■ EXTERIOR

You need to watch out for kerbs in any 1900mm-wide car like this. Buckling isn't a notable problem with the Brooklands, but replacement wheels are hard to come by and will be very expensive when you do.

■ BRAKES

They are kept busy stopping all that heft, but replacing steel discs and pads is reasonable: approximately £1000 at an independent specialist.

Also worth knowing

A hand-built car like the Brooklands will never be cheap to run, be it single-digit fuel economy, top-bracket road tax or specialist servicing costs. Prospective buyers need to go in with their eyes open.

Being a machine tailored to the tastes of its first owner, interior colours can be quite bold and finding your ideal spec may take time. With mileages almost exclusively below 35,000, prices are weighted more heavily on the car's specification and condition than its mileage.

The Brooklands name appeared in 1992 when it was used on the replacement for the Mulsanne and Eight saloons. In 1999, the Brooklands R was replaced by the Arnage – sibling to the Rolls-Royce Silver Seraph. Bentley developed the Arnage's platform substantially to make this later Brooklands.

How much to spend

£110,000-£119,999

Well-maintained cars with mileages between 20,000 and 40,000, advertised by prestige specialist dealers, very occasionally private sellers. Cars towards the lower end sometimes sport more arresting interior colour schemes.

£120,000-£129,999

Models showing less than 20,000 miles, in very good condition, often with choice extras. Only the preserve of specialist dealers.

£130,000 AND ABOVE

Pristine cars, with mileages as low as 3000 and no higher than 9000. These examples usually sport a flying B mascot, among a raft of extras.

One we found

BENTLEY BROOKLANDS, 2008, 33K MILES, £109,995

A lovely example finished in metallic anthracite, with desirable 20in wheels and a well-kept 'Cognac' leather interior. Advertised by a specialist in Maidstone, it features the Vavona Burr dashboard and embroidered flying B in the headrests.

URGENTLY WANTED!
INTERESTING SHORT NUMBER PLATES

SILVERSPEED

Dealing in interesting number plates and cars for nearly 30 years been in this magazine for over 20 years!

Good old fashioned service where you speak to someone experienced. No silly high price promises and brokering. We buy and sell for cash plates we own! Unlike many dealers in this business!

Tel 07961 808069 • Email Silverspeedlondon@gmail.com

Urgently wanted single letter single digit plate example "6R or 8A" Cash purchase please call!

ULTIMATE INVESTMENT RANGE

140	£POA
140C	£29,995
140X	£24,995
1 00C	~~£19,995~~ £16,995
THD 1	£29,995
THD 2	£9,995
THD 3	£9,495
1 VTV	~~£16,995~~ £13,995
1 XOX	£24,995
440 A	£25,995
1 VDN	~~£19,995~~ £14,995
286R	£16,995 £14,995

PREMIUM RANGE

650 AA	£7,995
AU70CAR	£7,995
1998 AM	£5,995
GIVME	£3,995
17SDM	£5,995
MEDI4A	£5,995

NEW STOCK

JUSIIN	£19,995 (JUSTIN!)
6XP	£49,995 (ultimate investment)
21 VE	£12,995
700 K	£29,995
610W	£16,995 (blow)
VVV7V	£6,995
NJE2	£12,995
MCT5	£9,995
MCT6	£9,995
6 ROR	£7,995

NAME RELATED PLATES

MUS55A	£16,995
GUL74M	£4,995
MAX4R	£8,995
UDDIP	£3,995
51 LLA	£6,995
M4X VW	~~£3,995~~ £2,995
YOU63F	£5,995
NAD74A	£4,995
R1 EHN	£9,995

GREAT VALUE 2X3'S

10 XWE	£2,495
44 OAY	£2,495
44 XAM	£2,995
60 XKY	£2,495
80 VXP	£2,495

CLASSY 3X3'S

333 OXU	£1,495
333 UXX	£1,495
444 XAA	£1,995
447 LBF	£1,495
RFO 447	£1,495

500 OYS	£1,995
600 VUY	£1,995
601 DTO	£1,695
615 NUO	£1,995
PHH 618	£1,995
666VRX	£2,495
747 OYE	£2,495
101 VOY	£1,995
999 EKK	£2,995

SPECIAL INTEREST

AAMIIF	£1,495
GIVME	£3,995

HOO600H	£1,995
MAA2A	£3,995
OCT 4V	£3,495
SILAG	£3,995
VEX50	£4,995
YOUIG	£3,495

GREAT SHORT LOW NUMBERS

NYK 2	£8,995
2 RHT	£7,995
9 ROT	£7,995
5 DPE	£5,995

GREAT VALUE BARGAINS

AAZ550	£995
KUIII6	£495
JIDRX	£795
ROSIGAY	£295
2093 FS	~~£1695~~ £1395
VIJCE	~~£1495~~ £995

Elite Registrations

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

Tel: 01380 818181 elitereg.co.uk

All registrations are offered on a first come, first served basis. All are subject to VAT and the £80 Dept. for Transport transfer fee. Prices may fluctuate. See website for full terms. We have been trading for over 50 years. THOUSANDS MORE AVAILABLE. Write: P.O.Box 100, Devizes, SN10 4TE

REGISTRATIONS URGENTLY WANTED FOR IMMEDIATE PURCHASE

G4 ABL	£1700
A21 ACE	£1700
Y7 ACJ	£1200
D21 ADE	£1300
H21 ADE	£1200
W4 ADR	£1200
1436 AH	£2900
8860 AH	£2700
X400 AJB	£1200
C21 AJH	£1400
J9 AKP	£1100
H21 ALE	£1300
A21 ALF	£1500
C21 ALF	£1400
H21 ALF	£1300
J24 ALF	£1200
K4 ALG	£1300
A21 ALG	£1200
C21 ALG	£1100
A21 ALN	£1200
W6 ALS	£2300
G21 ALY	£1500
H21 ALY	£1500
B22 ALY	£1400
C22 ALY	£1300
AMA 55W	£1300
G17 AME	£1100
D21 AME	£1100
389 AMH	£2500
G4 AMK	£1200
S555 AML	£1100
J24 AMS	£1200
W11 ANA	£1300
F21 ANA	£1500
G21 ANA	£1900
D22 ANA	£1700
ANA 80T	£1200
H21 AND	£1200
D22 AND	£1100
H21 ANG	£1400
L21 ANG	£1600
B22 ANG	£1300
J31 ANG	£1200
P18 ANN	£1400
D21 ANN	£1900
F21 ANN	£1800
G21 ANN	£1800
L21 ANN	£1500
Y21 ANN	£1100
B22 ANN	£1600
D22 ANN	£1700
V30 ANN	£1200
J23 ANS	£1200
D21 ANT	£1400
C22 ANT	£1300
E22 ANT	£1200
K8 APH	£1100
D4 APP	£1300
A21 ARA	£1400
G21 ARA	£1300
B21 ARB	£1700
G21 ARB	£1200
H21 ARB	£1300
W2 ARN	£1100
A21 ARP	£1200
C21 ARP	£1300
A21 ART	£1400
B21 ART	£1500
H21 ART	£1400
C21 ARY	£1200
B22 ARY	£1100
L1 ASH	£3900
E21 ASH	£2500
F22 ASH	£2400
H22 ASH	£2300
H21 ATS	£1300
B21 ATY	£1100
K28 ATY	£1500
D21 AVY	£2100
F6 BAB	£1300
X8 BAM	£1200
BAZ 773	£1400
G21 BBB	£1400
BD 4613	£2700
A21 BEK	£1300
S15 BEN	£2500
J29 BEN	£2100
K333 BEN	£1500
R23 BEV	£1300
K24 BEV	£1200
D21 BEX	£1400
28 BL	£8500
L15 BMW	£1400
B21 BMW	£1900
A22 BMW	£1700
B21 BOB	£1600
T23 BOB	£1200
P24 BOB	£1100
K55 BOB	£1200
A21 BRT	£1300
G21 BRT	£1200
A21 BRY	£1100
302 BUK	£1900
J4 CAJ	£1400
D21 CAL	£1200
A21 CAR	£1200
C22 CAR	£1100
G21 CAS	£1500
D21 CAT	£1200
A22 CAT	£1200
W6 CEM	£1200
J28 CKO	£1700
H21 CKY	£1800
A22 CKY	£1400
E22 CKY	£1500
V9 CLK	£1100
M6 CMA	£1100
Y3 CMR	£1300
C21 COL	£1800
S66 COL	£1700
L90 COL	£1100
A21 COT	£1200
G21 COT	£1100
D21 COX	£1600
A22 COX	£1700
C22 COX	£1500
J26 COX	£1200
J9 CRB	£1100
E5 CRW	£1400
G22 DAN	£1800
J21 DAV	£1300
B21 DAY	£1200
G21 DAY	£1100
H21 DAY	£1300
DAZ 332	£1300
A21 DDY	£1300
B21 DDY	£1400
G21 DDY	£1200
G21 DEB	£1600
B22 DEB	£1600
C22 DEB	£1400
D22 DEB	£1700
E22 DEB	£1500
S24 DEB	£1500
E21 DEE	£1700
H21 DEE	£1200
P21 DEE	£1300
A22 DEE	£1500
D22 DEE	£1800
J23 DEE	£1400
L1 DEK	£1200
F21 DEL	£1500
D22 DEL	£1600
H21 DEN	£1600
P24 DEN	£1300
M26 DEN	£1500
D21 DER	£1300
DES 2M	£2100
T33 DES	£1200
D45 DES	£1300
DES 48C	£1400
D21 DEV	£1100
3370 DG	£1600
A21 DJB	£1200
B21 DJB	£1100
H4 DJD	£1400
5599 DK	£1800
A21 DOC	£1700
D21 DOC	£1600
C20 DON	£1500
B21 DON	£1600
A22 DON	£1700
D22 DON	£1800
K23 DON	£1400
686 DOT	£1200
T6 DPW	£1400
DR 2610	£3300
DS 9014	£1600
617 DTJ	£1500
DUG 52	£5300
C21 DUN	£1100
D21 DUN	£1200
G21 DUN	£1100
J21 DUN	£1100
D21 EAL	£1100
H21 EAL	£1100
16 EAM	£2600
EAR 8L	£3100
D22 EBS	£1400
D22 EBY	£1400
A21 ECK	£1300
B21 ECK	£1300
D21 ECK	£1100
H22 ECK	£1100
8713 EH	£1500
B22 ELA	£1200
T1 ELD	£1400
L1 ELE	£1600
G4 ELE	£1200
H22 ELN	£1400
D8 ELS	£1600
G21 ELS	£1400
H22 ELS	£1300
J25 ELS	£1100
R6 ELT	£1200
EM 895	£6900
D21 EMA	£1400
H21 EMA	£1300
C22 EMA	£1200
D5 EMC	£1400
G21 EML	£1300
G21 ENN	£1900
B22 ENN	£1200
A21 ENS	£1900
E21 ENS	£1500
G21 ENS	£1700
H22 ENS	£1300
D22 ENT	£1200
S2 ERB	£1400
P9 ERL	£1500
ESL 230	£1100
B21 ESS	£1200
H21 ESS	£1100
J24 ESS	£1300
B5 ESY	£1100
P5 ETA	£1900
EU 2185	£1900
A21 EVE	£1600
C21 EVE	£1500
G21 EVS	£1500
F21 FAY	£1400
F21 FEE	£1100
9696 FH	£1300
N1 FJB	£1500
F21 FLY	£1200
H21 FLY	£1100
1934 FM	£1700
N14 FOX	£1200
J23 FOX	£1100
A21 FRD	£1200
A21 GAN	£1100
A21 GAR	£1300
G21 GAR	£1200
H21 GAR	£1100
C21 GAV	£1500
A22 GAV	£1300
D22 GAV	£1200
G22 GAV	£1400
B21 GEE	£1100
D21 GEE	£1200
G21 GEE	£1300
A21 GER	£1600
G21 GER	£1300
D21 GGY	£1100
GIL 779	£1300
E2 GJH	£1300
10 GJP	£2900
D1 GRN	£1500
R1 GSY	£2900
B20 GUY	£1200
A22 GUY	£1300
X40 GUY	£1100
940 GWD	£1500
5726 HA	£975
HAG 103	£1300
D21 HAN	£1900
G22 HAN	£1200
B21 HAR	£1300
D21 HAR	£1400
G21 HAR	£1100
H22 HAR	£1200
C21 HAY	£1300
HAZ 677	£1200
HB 7994	£1500
S3 HEL	£1900
HG 8270	£1900
HIL 339	£1300
B1 HLL	£1400
A22 HOG	£1100
A21 HOL	£1300
D21 HOL	£1200
A21 HOW	£1400
D21 HOW	£1200
K2 HUE	£1300
544 HUL	£1300
L13 JAC	£1400
C21 JAC	£1700
G21 JAC	£1600
H21 JAC	£1600
D22 JAC	£1500
K26 JAC	£1200
N1 JAD	£3500
C10 JAG	£1400
A22 JAG	£1500
X23 JAG	£1300
P80 JAG	£1200
A22 JAK	£1200
N4 JAL	£1300
B21 JAM	£1100
D22 JAM	£1200
G5 JAN	£2600
H21 JAN	£1500
D22 JAN	£1400
K28 JAN	£1300
N70 JAN	£1100
J77 JAN	£1800
JAN 97W	£1900
E19 JAS	£1500
C21 JAS	£1700
D21 JAS	£1600
A22 JAX	£1200
B21 JAY	£1600
C22 JAY	£1500
E71 JAY	£1300
JAZ 744	£1200
JB 3995	£5500
B5 JBC	£1200
B8 JBM	£1200
W1 JCC	£1200
F2 JCM	£1300
JCT 60	£5300
X8 JEF	£1600
A22 JEF	£1500
F22 JEF	£1200
J24 JEF	£1400
G8 JEM	£2400
C22 JEM	£1200
D22 JEM	£1300
E22 JEM	£1400
B21 JEN	£1600
G21 JEN	£1700
C22 JEN	£1500
K2 JER	£1200
P9 JES	£1900
A22 JES	£1700
C22 JES	£1500
D22 JES	£1400
J24 JES	£1600
B3 JET	£2300
W11 JET	£1400
A21 JET	£1500
K9 JGR	£1100
JJ 7295	£1900
JM 1808	£5700
JM 8099	£5300
2947 JN	£1500
JN 2957	£1700
A21 JOE	£1900
E21 JOE	£1800
B22 JOE	£1600
E22 JOE	£1500
F22 JOE	£1400
G22 JOE	£1700
B22 JON	£1400
D22 JON	£1500
G22 JON	£1500
K24 JON	£1200
M9 JOS	£1200
T7 JSA	£1300
JSO 450	£1200
JSV 216	£975
P7 JUD	£1600
S5 JUL	£1500
A21 KAT	£1300
R9 KAY	£1800
G16 KAY	£1400
D21 KAY	£1500
A22 KAY	£1500
G22 KAY	£1200
J29 KAY	£1300
R30 KAY	£1100
E21 KEL	£1400
C22 KEL	£1200
G22 KEL	£1100
J25 KEL	£1300
L10 KEN	£1400
E12 KEN	£1300
N19 KEN	£1300
A22 KEN	£1700
T26 KEN	£1100
R70 KEN	£1300
KEN 185	£2700
D21 KER	£1300
G21 KEV	£1400
A22 KEV	£1700
E22 KEV	£1500
N5 KEY	£1200
477 KM	£6900
G7 LAD	£1200
S8 LAK	£2500
E22 LAN	£1300
E8 LAR	£1400
LAW 4W	£3100
D21 LAW	£1600
E21 LAW	£1400
G21 LAW	£1500
A22 LAW	£1500
J24 LAW	£1700
C8 LDS	£1500
B21 LDS	£1300
G21 LDS	£1400
H21 LDS	£1200
B21 LEA	£1300
D21 LEA	£1400
E21 LEA	£1200
A10 LEC	£1500
B21 LEE	£2600
E21 LEE	£2500
F21 LEE	£1800
H21 LEE	£2100
A22 LEE	£2300
D22 LEE	£2200
G22 LEE	£1800
K25 LEE	£1700
K123 LEE	£1300
J500 LEE	£1100
Y1 LEN	£2400
LEN 1Y	£7900
L21 LEN	£1300
A22 LEN	£2100
G22 LEN	£1800
A21 LEO	£1500
C22 LEO	£1600
P5 LES	£1800
A22 LES	£1500
J24 LES	£1200
F8 LEW	£2200
J10 LEW	£1200
F21 LEW	£1200
E22 LEY	£1200
G22 LEY	£1100
7420 LJ	£975
267 LJO	£975
C21 LLA	£2100
A22 LLA	£1700
D22 LLA	£1300
H21 LLL	£1300
G21 LLN	£1200
A22 LLN	£1300
R10 LLR	£1300
B21 LLS	£1400
A21 LLY	£1600
E22 LLY	£1400
F22 LLY	£1100
G22 LLY	£1200
E21 LMA	£1300
D2 LOC	£1200
C22 LOE	£2200
J1 LOS	£1400
A21 LOU	£2100
J23 LOU	£1600
R99 LOU	£1700
J121 LOU	£1100
E22 LSA	£1500
B21 LYD	£1400
G21 LYN	£3100
C22 LYN	£1300
D22 LYN	£1200
F22 LYN	£1400
F21 MAC	£1600
G21 MAC	£1800
H21 MAC	£1700
B22 MAC	£1400
D22 MAC	£1600
N23 MAC	£1300
G22 MAD	£1500
R23 MAD	£1300
J27 MAD	£1400
M27 MAD	£1600
MAE 3L	£2900
D21 MAL	£1700
G21 MAL	£1800
L21 MAL	£1400
N21 MAL	£1600
J25 MAL	£1500
K26 MAL	£1300
569 MAL	£2400
B21 MAR	£1500
D21 MAR	£1600
G21 MAR	£1400
H21 MAR	£1300
E22 MAR	£1200
D21 MAS	£1100
G21 MAS	£1100
E22 MAS	£1400
R24 MAS	£1100
E22 MAT	£1500
J23 MAT	£1400
D21 MAX	£1900
E21 MAX	£1700
G21 MAX	£1800
H21 MAX	£1600
C22 MAX	£1700
L26 MAX	£1500
C21 MAY	£1400
D21 MAY	£1300
G21 MAY	£1200
8156 MC	£2700
A21 MCB	£1300
D21 MCB	£1100
1473 MD	£1800
J24 MEE	£1700
H22 MEG	£1500
J123 MEG	£1200
D22 MEL	£1300
G22 MEL	£1600
H22 MEL	£1700
R44 MEL	£1400
A5 MEP	£1100
D21 MER	£1200
A21 MES	£1200
D21 MES	£1100
A21 MET	£1500
8389 MF	£1900
G5 MGP	£1300
5665 MH	£2700
MIL 799	£1600
MJ 3224	£2500
Y4 MMB	£1200
A22 MON	£1500
G21 MOR	£1600
MP 4876	£2500
MW 7814	£2900
A21 MYS	£1700
D21 NAD	£1200
G21 NAD	£1100
D14 NAE	£2900
D21 NAH	£1700
G21 NAH	£1500
C22 NAH	£1300
394 NAL	£1200
B21 NAM	£1200
G21 NAS	£1400
E21 NAT	£1400
H21 NAT	£1300
C22 NAT	£1200
A21 NAY	£1700
W8 NED	£1400
A21 NED	£1200
H21 NED	£1100
T5 NEE	£1500
A21 NEE	£3300
A22 NET	£2300
F21 NEY	£1500
G21 NEY	£1300
M4 NGL	£2100
G21 NGY	£1500
A22 NGY	£1100
J88 NNA	£3500
G21 NNO	£1200
J29 NNO	£1300
A22 NNY	£1400
A21 NOR	£1200
H21 NOR	£1100
A22 NUT	£1300
NW 1591	£3100
D21 OLE	£1300
Y1 OLS	£1100
H21 OLY	£1400
D22 OLY	£1200
C22 OPE	£1100
G21 ORD	£1300
C21 OWL	£1200
H22 OWL	£1100
N2 PAM	£1500
E8 PAM	£1600
15 PAM	£5100
79 PAM	£4100
L7 PAT	£1900
K24 PAT	£1300
J29 PAT	£1200
PAT 95W	£1400
B8 PDB	£1500
L2 PEG	£1300
5852 PG	£1600
7888 PH	£2500
9256 PJ	£1800
PL 3375	£1900
7235 PL	£1300
9663 PL	£1600
W4 PMH	£1300
4182 R	£3300
G21 RAF	£1300
A21 RAJ	£1400
Y9 RAL	£1100
A21 RAL	£1200
F5 RAM	£1400
C21 RAM	£1100
B21 RAN	£1900
R17 RAY	£1700
B21 RAY	£1800
C21 RAY	£2200
D21 RAY	£1600
A22 RAY	£1800
S29 RAY	£1400
RAY 697	£3500
H5 RCK	£1100
M6 RDB	£1400
RE 1896	£1900
J21 RED	£1300
A22 RED	£1700
C22 RED	£1300
A111 REG	£1300
B21 RET	£1200
85 RG	£11000
RG 9067	£2300
W7 RGH	£1200
63 RL	£14500
C21 RLO	£1100
E21 RNS	£1400
B21 ROB	£2100
E22 ROB	£1800
G22 ROB	£1900
K24 ROB	£1400
J28 ROB	£1600
K121 ROB	£1100
J123 ROB	£1300
ROB 877Y	£1200
T10 ROD	£1500
E15 ROD	£1200
ROD 88	£5900
C16 ROG	£1100
G20 ROG	£1200
H9 RON	£1700
S33 RON	£1200
J66 RON	£1100
H11 ROO	£1300
M16 ROS	£1400
A21 ROS	£1700
C22 ROS	£1500
ROS 71W	£1500
M10 ROY	£1400
S15 ROY	£1600
F19 ROY	£1500
ROY 66W	£1700
G322 RRY	£1800
RTH 970	£1300
A21 RTY	£1500
544 RW	£6900
L10 SAL	£1300
J21 SAL	£1400
A22 SAL	£1500
B22 SAM	£2600
D21 SAN	£1500
C21 SAR	£1200
G20 SAV	£1200
F21 SAV	£1100
H21 SAV	£1100
C8 SCH	£2100
D21 SCS	£1200
L9 SEL	£1300
A21 SEL	£1200
D21 SEL	£1100
A21 SHE	£1500
A21 SHH	£1300
D21 SJB	£1400
N80 SJB	£1200
SLK 1A	£3700
H21 SLP	£1200
N4 SME	£1400
K5 SMJ	£1500
SOA 555	£1500
SOO 373	£1300
T4 SRH	£1500
B21 SSH	£1300
F21 SSH	£1300
B21 SSS	£1300
E21 STA	£1300
C22 STA	£1100
K24 STU	£1500
J27 STU	£1400
E21 STV	£1500
STY 15	£8500
A21 STY	£1100
SU 395	£3300
H21 SUE	£2500
A22 SUE	£2600
J27 SUE	£2100
SUE 56M	£2600
SUE 85R	£2600
SUE 89W	£2500
SUE 847W	£1100
TAD 945	£1400
921 TAF	£1400
67 TEA	£2400
794 TEA	£1400
TED 879	£1700
A21 TER	£1200
TER 643	£1300
9909 TF	£1100
100 TL	£5700
1948 TL	£2700
A22 TNY	£1500
TOB 92Y	£1700
P22 TOM	£2300
K24 TOM	£1900
TOM 76H	£2900
N77 TOM	£1900
J333 TOM	£1500
J800 TOM	£1200
E21 TTY	£1300
H21 TTY	£1500
TV 5208	£1300
J40 UDY	£1200
L5 VAL	£2700
V13 VAL	£1200
C14 VAL	£1500
585 VAL	£2900
E13 VAN	£1400
H17 VAN	£1300
C21 VAN	£1500
VEZ 911	£1700
E21 VON	£1300
386 VY	£2500
A21 WAY	£1300
291 WDH	£1500
A21 WEL	£1100
WEL 277	£1900
A21 WES	£1200
5566 WF	£1800
WIL 339	£1500
N9 WYN	£1100
A21 WYN	£1300
E21 WYN	£1200
D21 XXX	£1100
YY 2689	£975

James Ruppert

KICKING TYRES

Would you pay £6995 for this? Ruppert might

We can surely all agree that Skodas these days are great – not exactly low-rent Volkswagens any more but solid, dependable and pleasingly good-value motors that are ready for work. The early transitional ones, though? Many will say they're irredeemable, yet I've always been a fan.

I boarded this train of thought after finding a tidy £900 Fabia and then seeing it snapped up by a discerning bargain hunter. I then discovered a Felicia from 2000 – a 1.3 Classic with a paltry 53,000 miles, three ex-owners, a manual gearbox and no more fixtures or fittings than any normal motorist actually needs. You could put it outside your house for just £895, and I would approve, even if it would elicit some unfair pity.

Favorits have all but disappeared in this country, so I was genuinely shocked and stunned to find one of those wonderfully useful estate models up for grabs, barely used and with only marginal wear and tear. It was a one-owner example from 1993 in top-ranking GLXi spec. The mileage had barely ticked over to 13,000, and the asking price was a steep yet reasonable £6995.

The only other survivor on sale turned out to be another estate, but the advert was shockingly light on details, including what year it was from. It seemed like a 1999 model to me. I enquired, but they never got back to me. They still wanted just over £1800 for it, which seemed far more expensive in real terms than that £6995 one.

Anyway, on to Fabias, which are simply great little things, as a trawl through the cheapy adverts soon proves. Yet another estate: this time a 2005 Ambiente with a 1.4-litre turbodiesel engine that had been used as a works van, hence the 225,000 miles under its wheels. This was £800, but all the other examples below £1000 had illuminated ABS warning lights, funny noises and goodness knows what going on.

I don't usually do commercial here, but the Felicia pick-up was a thing, especially when it was a 'lifestyle' Fun model, with those trick rear sliding seats. Dealers sold out of these in seconds back in the day. A mint Fun from 1999 is now an incredible £14,995, although crumbly pick-ups can be found for £2500.

Is time running out for no-frills Skodas? Perhaps it is, in Britain at least. It would be a huge shame.

RUPPERT'S GARAGE

Meanwhile, my old BMW 320 is back in business, although the procedure to start it remains a mystery to everyone except me. It will take 10 minutes of time and attention but is worth it. Once it's warmed up, it's better than ever, but plans are afoot for upgrades.

CAUGHT IN THE CLASSIFIEDS

RENAULT CLIO 1.2 OASIS
1996, £4395, 4000 miles
This immaculate Mk1 Clio could be your ticket into July's Festival of the Unexceptional, thanks to its bare-bones spec, including a '90s-tastic cloth interior. Not a great investment but surely worth preserving.

DODGE CHALLENGER 392 YELLOW JACKET
2012, £47,995, 9500 miles
The automotive embodiment of '80s action films, this limited-edition muscle car gets a supercharged 6.4-litre V8 with 470bhp and 470lb ft. You might need a mortgage to fuel it, though.

SEAT LEON CUPRA R
2004, £10,995, 62,000 miles
Forget the lacklustre Mk4 Volkswagen Golf GTI: its Spanish sibling is the hot hatch to buy. The Cupra R's 221bhp turbo four was especially punchy for its day yet doesn't compromise the Leon's overall stability or usability.

SAAB 900 TURBO
1990, £8000, 200,000 miles
Arguably the star of Oscar-winning 2021 film Drive My Car, the sharp-looking 900 Turbo is now a bona fide classic. This one is well loved and has some tasteful aftermarket upgrades, including a retrofitted intercooler.

The Autocar
ON THIS DAY
IN 1987

Gentle understeer gradually led to easily controllable oversteer

AUTOCAR
NEW M3
FIRST TEST! BMW'S ROAD RACER

First-ever BMW M3 blows us away...

IT ISN'T HINDSIGHT that makes the BMW M3's arrival historic: we were sure it was such at the time.

Not much remained from the regular E30-generation 3 Series, the chassis being totally revised, the body superbly redesigned and a 2.3-litre 16v straight six making 200bhp fitted. Sounds puny today, but this car weighed just 1252kg.

On a damp track, we hit 60mph in 7.1sec; the power delivery was never peaky, unlike some might have suspected; and mid-range punch was very impressive.

"Handling is very predictable," we said. "The overall feel is of a very well-balanced car, one which can be turned through corners deceptively quickly and one which also feels very safe at the limit of adhesion."

Plus the steering was precise, responsive and communicative.

So the M3 had better manners than either the Ford Sierra RS Cosworth or Mercedes-Benz 190 2.3-16 and was more nimble.

Despite the M3 allowing itself minimal body roll, the sacrifice in ride comfort was only marginal.

Around town, too, it was as docile as anyone could wish.

"Stepping into the M3 is one of those rare occurrences when a driver feels immediately at home in a car," we concluded. "It's perhaps the most successful road racer offered to date."

KRIS CULMER

Lutz makes bold statements on future of car industry

Bob Lutz is one of the car industry's most famous executives, having sat on the boards of GM, BMW, Ford, Chrysler and GM again, serving up many successes and bold quotes – as seen in our interview on how he was getting on at Chrysler.

On the AMC deal, Lutz said: "I was pretty neutral about it. It could be a burden, but also there are a number of pluses. The biggest is Jeep. Then there's the new [Brampton] factory and the dealer network, even though it isn't the strongest."

On the American industry's health, he said: "I deplore our deindustrialisation. [Chrysler boss Lee] Iacocca is leading a one-man crusade in trying to wake up the government and country about it." Was free trade the answer to all the US's problems? "[I say] productivity, plus some reduction in the standard of living, as has happened in Europe, and a realisation that things can't just get better all the time."

As for Europe? "With some good years there, most of the companies will survive."

Japan? "I think it will be facing difficult times. Its competitiveness will diminish."

South Korea and Taiwan? "Neither the US nor Europe will serve as a dumping ground to help ever more countries establish their automobile industries."

But overall? "I'm optimistic and I'm very happy. Some days are better than others, but even the bad ones are pretty good!"

...and racer is even better

The M3 was a homologation special, so we had to know it in race spec too, getting racer James Weaver to try one at Silverstone. "Normally Group N cars won't put the power down. As a result, they can be tedious to drive. This, on the other hand, is terrific," was his initial reaction. "It's so nicely balanced and has sufficient power and traction that you can drive right through the understeer. [The engine] is fabulous. About the only difference is that the racer seems to rev on a little better." Indeed it was supreme, winning Australian, British, Italian, German, Japanese, European and world touring car titles.

The Toyota from the future

Japan always seems years ahead of the rest on tech, as seen when we met the Mk2 Toyota Soarer, a JDM coupé. It had Toyota's most powerful engine, a 3.0 straight six with four valves per cylinder, DOHC, L-Jetronic injection, computer engine management, a turbo and an intercooler; Toyota's unique electronically controlled air suspension; and a cabin seemingly designed by Gerry Anderson. There was a 'multivision' 6in colour screen, which could give you navigation from special cassettes, and even touch panels for the air-con and stereo.

ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and weigh every car we test. We also empirically verify the true DC rapid-charging speed of electric vehicles across the full spread of their battery capacity.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or you can order a back issue by phoning 0344 848 8816.

Matt Saunders, road test editor

ALFA ROMEO

Giulia Quadrifoglio	★★★★½	29.3.17
Stelvio 2.2D 210 Milano	★★★½☆	3.1.18
Quadrifoglio	★★★★☆	9.1.19

ALPINA

B3 Touring	★★★★★	4.11.20
B8 Gran Coupé	★★★★☆	22.9.21

ALPINE

A110 Premiere Edition	★★★★★	16.5.18
Légende GT	★★★★½	9.3.22

ARIEL

Atom 4	★★★★★	9.10.19
Nomad	★★★★★	24.6.15

ASTON MARTIN

Vantage V8	★★★★½	23.5.18
F1 Edition Coupé	★★★★☆	1.9.21
DBS Superleggera	★★★★★	21.11.18
DBX	★★★★½	28.10.20
707	★★★★☆	30.11.22

AUDI

A1 Sportback 35 TFSI S line	★★★½☆	2.10.19
A3 Sportback S3	★★★½☆	18.11.20
A4 S4 TDI	★★★★☆	18.9.19
RS4 Avant	★★★★☆	14.2.18
A5 S5	★★★½☆	11.1.17
A5 Sportback 2.0 TFSI S line	★★★½☆	8.3.17
A6 40 TDI S line Avant	★★★★☆	14.11.18
50 TFSIe S Line Quattro	★★★★☆	5.1.22
RS6 Avant Carbon Black	★★★★☆	11.3.20
A7 Sportback 50 TDI Sport	★★★½☆	11.7.18
A8 L 60 TFSIe Sport Quattro	★★★½☆	17.6.20
TT RS	★★★★☆	7.12.16
E-tron 55 Quattro	★★★★½	26.6.19
S Quattro	★★★½☆	2.6.21
Q2 SQ2 Quattro	★★★★☆	20.3.19
Q4 E-tron 40 Sport	★★★½☆	7.7.21
Q5 2.0 TDI S line	★★★★☆	15.3.17
SQ5 Quattro	★★★½☆	21.6.17
SQ5 Sportback TDI Quattro	★★★½☆	3.8.22
Q8 50 TDI S Line	★★★★☆	26.9.18
R8 V10 Plus	★★★★☆	30.12.15

BENTLEY

Continental GT W12 Coupé	★★★★½	2.5.18
Speed Coupé	★★★★☆	22.12.21
Flying Spur W12	★★★★½	15.7.20
Hybrid Mulliner	★★★★½	17.8.22
Bentayga W12	★★★★½	18.5.16

BMW

1 Series 118i M Sport	★★★★☆	30.10.19
2 Series 220i Coupé	★★★★☆	1.6.22
M2 CS M-DCT	★★★★½	19.8.20
218i Gran Coupé M Sport	★★★☆☆	8.4.20
3 Series 320d M Sport	★★★★★	15.5.19
330d xDrive M Sport	★★★★½	15.1.20
330e M Sport	★★★★½	1.7.20
4 Series M440i xDrive	★★★★☆	6.1.21
M4 Competition	★★★★½	21.4.21
M4 CSL	★★★★☆	16.11.22
5 Series 520d M Sport	★★★★½	31.5.17
545e M Sport	★★★★☆	20.10.21
M5	★★★★½	18.4.18
M5 CS	★★★★★	14.7.21
6 Series GT 630d xDrive	★★★½☆	18.11.17
7 Series i7 xDrive60	★★★★½	15.2.23
8 Series 840d xDrive	★★★½☆	16.1.19
M8 Competition Convertible	★★★½☆	5.2.20
M8 Competition Coupé	★★★½☆	3.6.20
i3 1.3S Range Extender	★★★★☆	21.2.18
i4 M50	★★★★☆	19.1.22
iX xDrive50 M Sport	★★★★½	2.3.22
X1 xDrive23i M Sport	★★★½☆	25.1.23
X2 M35i	★★★½☆	25.9.19
X3 xDrive20d M Sport	★★★★☆	17.1.18
X4 M Competition	★★★☆☆	13.11.19
X5 xDrive30d M Sport	★★★★☆	2.1.19
X7 xDrive M50i M Perf'nce	★★★★☆	9.9.20
M60i xDrive	★★★★☆	29.3.23

CATERHAM

Seven 420 Cup	★★★★½	31.8.22

CHEVROLET

Corvette LT3 Coupé	★★★★☆	22.6.22

CITROEN

Ami Colour	★★½☆☆	11.1.23
C3 Aircross Puretech 110	★★★½☆	7.3.18
C4 Puretech 130 Auto	★★★☆☆	26.5.21
C5 X Puretech 180	★★★★☆	28.9.22
C5 Aircross BlueHDi 180	★★★½☆	13.2.19

CUPRA

Born 204 58kWh V3	★★★½☆	6.7.22
Leon 310 VZ3 Estate	★★★★☆	8.9.21
2.0 TSI 245 VZ2 Hatch	★★★★☆	27.7.22
Ateca 2.0 TSI 4Drive	★★★½☆	23.1.19
Formentor 2.0 TSI VZ2	★★★★½	3.2.21

DACIA

Sandero Stepway TCe 90	★★★★☆	28.4.21
Duster SCe 115 Comfort	★★★★☆	22.8.18
Jogger 1.0 TCe 110 Comfort	★★★★½	20.4.22

DALLARA

Stradale	★★★★½	16.10.19

DS

3 Crossback Puretech 155	★★★☆☆	10.7.19
4 E-Tense 225	★★★½☆	29.6.22
7 Crossback Puretech 225	★★★½☆	19.9.18
9 E-Tense 225	★★★½☆	2.2.22

FERRARI

488 Pista	★★★★½	7.8.19
296 GTB	★★★★★	21.12.22
812 Superfast	★★★★☆	25.7.18
SF90 Stradale	★★★★☆	3.11.21

FIAT

Panda 4x4 Twinair	★★★★½	17.4.13
500 Abarth 595	★★★★☆	26.2.14
Icon 42kWh	★★★★☆	26.1.22

FORD

Fiesta 1.0T Ecoboost	★★★★☆	9.8.17
ST-3 1.5T Ecoboost	★★★★½	15.8.18
Focus 1.5 Ecoboost 182	★★★★½	20.2.19
ST	★★★★☆	11.9.19
Mustang 5.0 V8 GT F'back	★★★★☆	24.2.16
Bullitt	★★★★☆	5.12.18
Mustang Mach-E Extended Range RWD	★★★★☆	23.6.21
GT AWD	★★★☆☆	27.4.22
Puma 1.0T 125 MHEV	★★★★½	25.3.20
ST	★★★★☆	24.3.21
Kuga 2.5 PHEV ST-Line	★★★½☆	24.6.20
Ranger Raptor	★★★★☆	28.8.19

GENESIS

GV60 Sport Plus	★★★★☆	24.8.22
G70 2.2 CRDi Luxury Line	★★★½☆	10.11.21
Electrified G80	★★★½☆	12.10.22
GV80 3.0D Luxury 5-Seater	★★★½☆	15.9.21

HONDA

E Advance	★★★½☆	26.8.20
Jazz 1.5 i-MMD Hybrid EX	★★★½☆	7.10.20
Civic 1.5 i-VTEC Turbo	★★★★☆	19.4.17
2.0 Type R GT	★★★★½	25.10.17
Clarity FCV	★★★★☆	12.7.17
HR-V e:HEV	★★★½☆	24.11.21
CR-V 1.5T EX CVT AWD	★★★½☆	7.11.18

HYUNDAI

i10 1.2 MPi Premium	★★★★☆	15.4.20
i20 1.0 T-GDI 100 48V	★★★½☆	24.2.21
N	★★★★½	25.8.21
i30 N	★★★½☆	27.12.17
1.4 Premium SE	★★★½☆	13.9.17
Kona Electric 64kWh	★★★★☆	31.10.18
Santa Fe 2.2 CRDi	★★★½☆	6.3.19
Tucson 1.6 T-GDi Hybrid	★★★★☆	17.3.21
Nexo	★★★½☆	12.6.19

JAGUAR

F-Type V8 S Convertible	★★★★☆	12.6.13
2.0 R-Dynamic Coupé	★★★★☆	22.11.17
P575 R AWD Coupé	★★★★☆	29.4.20
XF 2.0 R-Sport	★★★★½	2.12.15
300 R-S Sportbrake	★★★½☆	17.4.19
XE 2.0 R-Sport	★★★★½	1.7.15
E-Pace D180 AWD SE	★★★½☆	11.4.18
F-Pace 2.0d AWD	★★★★☆	11.5.16
P400e R-Dynamic HSE	★★★★☆	1.12.21
SVR	★★★★½	24.7.19
I-Pace EV400 S	★★★★½	12.9.18

JEEP

Compass 2.0 M'jet 4x4 L'd	★★★☆☆	3.10.18
4xe S	★★★☆☆	16.2.22
Renegade 4xe Trailhawk	★★★☆☆	30.6.21
Wrangler 2.2 M'Jet-II Ov'd	★★★★☆	10.4.19

KIA

Rio 1.0 T-GDI 3 Eco	★★★½☆	1.3.17
Ceed 1.6 CRDi 115 2	★★★½☆	29.8.18
Proceed 1.4 T-GDi	★★★½☆	27.2.19
Xceed 1.4 T-GDi	★★★½☆	20.11.19
Niro EV 3	★★★★☆	7.9.22
EV6 77.4kWh GT-Line RWD	★★★★½	12.1.22
Sportage 1.6 HEV 2WD	★★★½☆	15.6.22
Sorento 1.6 HEV G-TDi 2	★★★½☆	20.1.21

LAMBORGHINI

Huracán Performante	★★★★½	11.10.17
Evo RWD Coupé	★★★★½	20.5.20
Aventador SVJ	★★★★☆	19.6.19
Urus	★★★★☆	3.7.19

LAND ROVER

Defender 110 P400 X	★★★★½	13.5.20
Discovery Sport D180 AWD	★★★★☆	8.1.20
Range Rover Evoque P300e	★★★★½	10.2.21
Range Rover Velar D240	★★★½☆	30.8.17
Range Rover Sport D300	★★★★½	2.11.22
SVR	★★★★★	15.4.15
Range Rover D350 HSE	★★★★½	13.7.22

LEXUS

LC 500 Sport+	★★★★☆	18.10.17
NX 350h Prem'm Plus Pack	★★★★☆	16.3.22
RX 500h F-Sport	★★★½☆	22.3.23
RC F	★★★☆☆	18.2.15
ES 300h Takumi	★★★½☆	6.2.19
LS 500h Premier AWD	★★★☆☆	6.6.18

LOTUS

Elise Cup 250	★★★½☆	29.6.16
Exige Sport 390 Final Edit'n	★★★★½	21.7.21

MASERATI

Ghibli Diesel	★★★½☆	12.3.14
Quattroporte Trofeo	★★☆☆☆	4.8.21
Levante S Granlusso	★★★½☆	8.5.19

MAZDA

2 1.5 Skyactiv-G SE	★★★★☆	22.4.15
3 2.0 Skyactiv-X	★★★★☆	6.11.19
MX-5 1.5 SE-L Nav	★★★★½	2.9.15
MX-30 145PS	★★★½☆	10.3.21
CX-5 2.2D Sport Nav	★★★★☆	28.6.17

McLAREN

Artura	★★★★½	19.10.22
600LT Spider 3.8 V8	★★★★½	22.5.19
620R 3.8 V8	★★★★☆	23.12.20
GT 4.0 V8	★★★½☆	27.1.21
720S 4.0 V8	★★★★★	24.5.17
Senna 4.0 V8	★★★★★	10.10.18
P1	★★★★★	7.5.14

MERCEDES-AMG

A-Class A45 S 4Matic+ Plus	★★★★½	4.3.20
C-Class C63 S Coupé	★★★★½	24.4.19
CLS 53 4Matic+	★★★★☆	17.10.18
EQS 53 4Matic+	★★★★☆	8.6.22
GT R	★★★★½	10.5.17
GT 4dr Coupé 63 4Matic+	★★★★½	13.3.19
GLC 63 S 4Matic+	★★★½☆	13.6.18
GLE 53 4Matic+	★★★½☆	14.10.20

MERCEDES-BENZ

A-Class A200 Sport	★★★★☆	4.7.18
A250e AMG Line Premium	★★★☆☆	5.8.20
B-Class B180 Sport	★★★★☆	3.4.19
CLA 250	★★★☆☆	21.8.19
C-Class C300e AMG Line	★★★★½	4.5.22
E-Class E400 Coupé	★★★★☆	14.6.17
E300 Cabriolet	★★★½☆	6.10.21
S-Class S580e L	★★★★½	6.4.22
EQA 250	★★★☆☆	17.11.21
EQB 300 4Matic	★★★½☆	18.5.22
EQE 350+	★★★½☆	4.1.23
GLB 220d 4Matic	★★★½☆	16.9.20
GLC 250d	★★★★☆	10.2.16
G-Class G350d AMG Line	★★★★☆	17.7.19
GLS 400d	★★★½☆	12.2.20
X-Class X250d 4Matic	★★★½☆	20.6.18

MG

3 1.5 3Form Sport	★★★½☆	25.12.13
4 EV Long Range SE	★★★★☆	5.4.23
5 SW EV Exclusive	★★★½☆	25.11.20
ZS EV Exclusive	★★★☆☆	4.12.19

MINI

Mini Cooper S	★★★★½	2.4.14
Cooper S Works 210	★★★★½	6.12.17
Clubman Cooper D	★★★½☆	25.11.15
Convertible Cooper S Sport Automatic	★★★★☆	19.5.21
Countryman Cooper D	★★★½☆	22.2.17
Plug-in Hybrid	★★★½☆	26.7.17

MITSUBISHI

Eclipse Cross 1.5 2WD	★★★☆☆	14.3.18
Outlander PHEV GX4hs	★★★½☆	16.4.14

MORGAN

Plus Four	★★★½☆	12.8.20
Super 3	★★★★½	9.11.22

NISSAN

Micra 0.9 N-Connecta	★★★★☆	26.4.17
DIG-T 117 N-Sport	★★★☆☆	27.3.19
Juke 1.0 DIG-T 117	★★★½☆	29.1.20
Qashqai 1.3 DIG-T 158	★★★★☆	28.7.21
Ariya 87kWh Evolve	★★★½☆	26.10.22
X-Trail e-Power e-4orce AWD Tekna	★★★★☆	22.2.23
GT-R Recaro	★★★★½	16.11.16

ORA

Funky Cat 48kWh First Ed'n	★★½☆☆	1.2.23

PEUGEOT

208 e-208 Allure Premium	★★★★☆	6.5.20
308 1.2T Puretech 130 GT	★★★★☆	25.5.22
508 GT BlueHDi 180	★★★★☆	24.10.18
Hybrid 225 Allure SW	★★★★☆	8.7.20
PSE Hybrid4 SW	★★★★☆	5.5.21
2008 e-2008 GT Line	★★★½☆	30.9.20
3008 1.6 BlueHDi GT Line	★★★½☆	18.1.17
5008 2.0 BlueHDi GT Line	★★★½☆	1.11.17

POLESTAR

1	★★★★☆	21.10.20
2 BST Edition 270	★★★½☆	12.4.23

PORSCHE

718 Boxster	★★★★½	8.6.16
Spyder	★★★★½	1.4.20
Cayman S	★★★★½	10.8.16
Cayman GTS	★★★★½	9.5.18
Cayman GT4 RS	★★★★★	14.9.22
911 Carrera S	★★★★½	29.5.19
GT3 PDK	★★★★½	11.8.21
Turbo S	★★★★½	10.8.22
Cayenne Turbo	★★★★☆	5.9.18
Turbo S E-Hybrid	★★★½☆	27.5.20
Turbo GT	★★★★☆	20.7.22
Taycan Turbo S	★★★★★	29.7.20

RENAULT

Clio TCe 100 Iconic	★★★★½	27.11.19
Mégane E-Tech Electric	★★★½☆	23.11.22
Arkana E-Tech Hybrid 145	★★★½☆	13.10.21
Captur 1.3 TCe 130 EDC	★★★½☆	18.3.20

ROLLS-ROYCE

Phantom	★★★★★	4.4.18
Ghost	★★★★½	13.1.21
Wraith	★★★★½	21.5.14
Dawn	★★★★☆	1.6.16
Cullinan Black Badge	★★★★☆	19.2.20

SEAT

Ibiza SE Technology 1.0 TSI	★★★★½	19.7.17
Leon eHybrid FR	★★★½☆	2.12.20
Arona SE Technology 1.0 TSI	★★★★☆	15.11.17
Ateca 1.6 TDI SE	★★★★½	19.10.16

SKODA

Fabia 1.0 TSI 95PS	★★★★½	9.2.22
Scala 1.5 TSI 150 DSG	★★★½☆	31.7.19
Octavia 2.0 TDI 150 SE L First Edition DSG Estate	★★★★☆	2.9.20
2.0 TDI vRS	★★★★☆	17.2.21
Superb 1.4 TSI iV 218 SE L	★★★★☆	26.2.20
Karoq 2.0 TDI 150 Scout	★★★½☆	30.1.19
Enyaq iV 80	★★★★☆	18.8.21
Kodiaq 2.0 TDI Edition	★★★★☆	23.11.16
2.0 TSI 245PS vRS 4x4	★★★½☆	23.2.22

SSANGYONG

Tivoli XLV ELX auto	★★★☆☆	14.9.16

SUBARU

XV 2.0i SE Lineartronic	★★★☆☆	28.2.18
Solterra AWD Touring	★★★☆☆	15.3.23

SUZUKI

Swift 1.0 SZ5	★★★½☆	17.5.17
Across 2.5 PHEV E-Four CVT	★★★★½	7.4.21

TESLA

Model 3 Standard Range Plus	★★★★☆	4.9.19
Model S P90D	★★★★½	20.4.16
Model Y Long Range AWD	★★★★☆	23.3.22
Model X 90D	★★★★☆	15.2.17

TOYOTA

Aygo X Limited Edition	★★★½☆	11.5.22
Yaris 1.5 Hybrid Design	★★★★☆	23.9.20
GR Yaris Circuit Pack	★★★★★	3.3.21
Corolla 2.0 Hybrid ST	★★★★☆	5.6.19
GT86 2.0 manual	★★★★★	4.7.12
Mirai Design Premium	★★★★☆	16.6.21
C-HR Excel 1.8 Hybrid	★★★★☆	4.1.17
bZ4X AWD Vision	★★★½☆	18.1.23
GR Supra Pro	★★★★☆	14.8.19
Hilux 2.8 D-4D GR Sport	★★★½☆	1.3.23

VAUXHALL

Corsa 1.2T 100 auto	★★★½☆	22.1.20
Crossland X 1.2T 130 Elite	★★★☆☆	7.6.17
Astra 1.2T 130 GS Line	★★★½☆	5.10.22
Combo Life 1.5TD 100 Energy	★★★½☆	27.12.18
Insignia Sports Tourer 2.0 Biturbo D GSi	★★★☆☆	30.5.18
Mokka 1.2 Turbo 130 auto	★★★½☆	12.5.21
Grandland X Hybrid4	★★★☆☆	22.4.20
VXR8 GTS-R	★★★★☆	10.1.18

VOLKSWAGEN

Up GTI 1.0 TSI 115	★★★★☆	21.3.18
Polo 1.0 TSI 95 SE	★★★★½	31.1.18
GTI	★★★★☆	1.8.18
Golf 1.5 eTSI 150 Style DSG	★★★★½	22.7.20
R	★★★★☆	14.4.21
ID 3 Pro Performance Life	★★★★☆	31.3.21
ID 4 GTX Max	★★★½☆	27.10.21
T-Roc 2.0 TSI SEL 4Motion	★★★★½	24.1.18
Cabriolet 1.5 TSI Evo DSG	★★½☆☆	10.6.20
Arteon 2.0 BiTDI 240	★★★½☆	27.9.17
eHybrid Shooting Brake	★★★½☆	9.6.21
Passat 2.0 TDI 190 GT	★★★★☆	4.2.15
GTE	★★★★☆	7.9.16
Touran 2.0 TDI 150 SE	★★★★☆	3.2.16
Tiguan 2.0 TDI 150 SE	★★★★½	22.6.16
Caravelle 2.0 BiTDI Exec.	★★★★☆	23.12.15
Touareg 3.0 TDI R-Line Tech	★★★½☆	8.8.18
ID Buzz SWB 77kWh	★★★★☆	8.2.23
Grand California 600	★★★½☆	2.1.20
Multivan 1.4 eHybrid Style	★★★★☆	8.3.23

VOLVO

C40 Recharge Twin Ult'ate	★★★½☆	13.4.22
XC40 D4 First Edition AWD	★★★★½	7.2.18
S60 T8 Polestar En'd	★★★½☆	24.12.19
V60 T6 Recharge	★★★★½	21.9.22
XC60 D4 R-Design AWD	★★★½☆	5.7.17
S90 D4 Momentum	★★★★☆	13.7.16
V90 T6 Recharge R-Design	★★★★½	11.11.20
XC90 D5 Momentum	★★★★☆	17.6.15

WESTFIELD

Sport 250	★★★★☆	29.11.17

ROAD TESTS ON THIS DAY

1987

DAIHATSU DOMINO

Japanese rival to Fiat Panda grows, gets all-new three-pot

Price £4225 **Engine** 3 cyls in line, 846cc, petrol **Power** 44bhp at 5500rpm **Torque** 50lb ft at 3200rpm **0-60mph** 14.7sec **0-80mph** 40.7sec **Quarter mile** 19.7sec **Top speed** 88mph **Economy** 37.2mpg

1962

ASTON MARTIN DB4 GT ZAGATO

Coachbuilt racer hits the road

Price £5470 **Engine** 6 cyls in line, 3670cc, petrol **Power** 314bhp at 6000rpm **Torque** 278lb ft at 5400rpm **0-60mph** 6.1sec **0-100mph** 14.1sec **Quarter mile** 14.5sec **Top speed** 154mph **Economy** 13.9mpg

NEW CARS A TO Z

For full reviews of every car listed here, visit our website, **autocar.co.uk**

STAR RATINGS EXPLAINED

☆☆☆☆☆	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
⯪☆☆☆☆	Appalling. Massively significant failings.
★☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
★⯪☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★☆☆☆	Off the pace. Below average in nearly all areas.
★★⯪☆☆	Acceptable. About average in key areas, but disappoints.
★★★☆☆	Competent. Above average in some areas, average in others. Outstanding in none.
★★★⯪☆	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★⯪	Excellent. Near class-leading in key areas and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £23,165–£27,315 ★★★⯪☆

The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 T-jet 145	143	130	7.8	38.7-39.2	155
1.4 T-jet 165	162	135	7.3	37.7-38.2	155
1.4 T-jet 180 Competizione	177	140	6.9	36.7	156
1.4 T-jet 180 Esseesse	177	140	6.7	36.7	160

695 3dr hatch/2dr open £25,665–£32,015 ★★★⯪☆

A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 T-jet 180 Esseesse	177	140	6.7	36.2-36.7	156

500e 3dr hatch/2dr open £38,695–£41,695

A sportier take on Fiat's smallest electric car with a host of technical upgrades. **LxWxH** 3673x1682x1518 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
42.2kWh Scorpionissima	152	96	7.0	na	0

ALFA ROMEO

Giulia 4dr saloon £43,199–£52,199 ★★★★⯪

Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184
2.0 Turbo Petrol 280	276	149	5.7	33.6	195

Tonale 5dr SUV £38,595–£48,495 ★★★⯪☆

Decent dynamically and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1841x1601 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Ti 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

Stelvio 5dr SUV £47,295–£58,595 ★★★★⯪

Alfa's second SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2 Turbo Diesel 190	187	130	7.6	45.6	156
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	162
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.1	195
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	195

ALPINE

A110 2dr coupé £51,990–£129,440 ★★★★★

A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Turbo	248	155	4.5	42.2	152
1.8 Turbo S	288	162	4.4	41.5	153
1.8 Turbo R	288	177	3.9	41.5	154

ARIEL

Atom 0dr open £40,669 ★★★★⯪

Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 turbo	320	162	2.8	na	na

Nomad 0dr open £37,549 ★★★★★

Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.4 K24 i-VTEC	235	125	3.4	na	na

ASTON MARTIN

Vantage 2dr coupé/2dr open £133,920–£165,420 ★★★★⯪

The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

DB11 2dr coupé/2dr open £166,070–£180,420 ★★★★★

The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	528	192	4.0	25.1	254
5.2 V12 AMR	630	208	3.7	21.1	303

DBS 2dr coupé/open £259,420–£279,920 ★★★★★

Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V12	715	211	3.4	20.9	306

DBX 5dr SUV £174,420–£192,420 ★★★★⯪

Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

AUDI

A1 Sportback 5dr hatch £20,665–£28,900 ★★★⯪☆

Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

A3 Sportback 5dr hatch £26,045–£48,455 ★★★★☆

Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI quattro	201	150	6.9	38.7-40.4	159-166
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 30 TDI	113	128	10.1	61.4-64.2	115-122
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130
2.0 40 TDI quattro	198	151	6.8	47.9-50.4	148-155

A3 Saloon 4dr saloon £28,010–£49,020 ★★★★☆

Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 40 TFSI quattro	201	154	7.0	39.2-40.9	157-165
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 30 TDI	116	130	10.1	62.8-64.2	114-119
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127
2.0 40 TDI quattro	198	155	6.8	48.7-51.4	145-152

A4 4dr saloon £34,565–£59,830 ★★★★☆

High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184
2.0 30 TDI	132	133	9.5	50.4-55.4	133-146
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148
3.0 S4 TDI	341	155	4.6	40.4-40.9	185-187

A4 Avant 5dr estate £35,965–£87,795 ★★★★☆

Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
2.0 45 TFSI quattro	242	155	6.0	33.6-34.4	187-191
3.0 V6 TFSI RS4 Avant	448	155-180	4.1-3.9	28.1-28.2	220-226
2.0 30 TDI	132	131	9.8	49.6-54.3	137-150
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 50 TDI Allroad quattro	282	155	5.3	38.2	181
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

A5 2dr coupé £40,545–£91,750 ★★★★☆

Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146
3.0 V6 S5 TDI quattro	339	155	4.6	39.2-40.4	184-188

A5 Sportback 5dr coupé £40,545–£91,750 ★★★★☆

Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.6	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149
3.0 S5 TDI quattro	345	155	4.6	39.8-40.4	183-187

A6 4dr saloon £40,905–£81,340 ★★★★☆

Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 50 TDI quattro	282	155	5.5	38.7-40.4	183-191
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant 5dr estate £43,055–£130,050 ★★★★☆

A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34-36.2	177-189
2.0 50 TFSIe quattro	294	155	6.2	217.3	31
4.0 RS6 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback 5dr coupé £55,115–£133,705 ★★★⯪☆

Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	294	155	6.3	134.5-141.2	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 4dr saloon £76,135–£118,830 ★★★★☆

Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron GT 4dr saloon £84,000–£137,390 ★★★★⯪

Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	637	155	3.3	283	0

Q2 5dr SUV £25,580–£48,175 ★★★★☆

Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 SQ2 TFSI	298	155	4.9	32.8-33.2	192-195

Q3 5dr SUV £32,225–£64,755 ★★★⯪☆

Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	217-227
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

Q3 Sportback 5dr SUV £35,025–£65,905 ★★★⯪☆

A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	187	136	7.4	30.7-32.1	197-207
2.0 45 TFSI quattro	243	147	5.8	32.5-32.8	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.5	223-231
2.0 35 TDI	148	126	9.3	48.7-51.4	14552
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

Q4 E-tron 5dr SUV £49,930–£62,505 ★★★⯪☆

Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
35 125k	168	99	9.0	201	0
40 150kW	201	99	8.5	307	0
50 quattro 220kW	296	111	6.2	298	0

Q4 E-tron Sportback 5dr SUV £51,430–£64,005 ★★★⯪☆

Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
35 125kW	168	99	9.0	211	0
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0

Q5 5dr SUV £47,795–£75,395 ★★★★☆

Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224

Q5 Sportback 5dr SUV £50,245–£77,845 ★★★⯪☆

Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176
3.0 SQ5 TDI quattro	336	155	5.1	33.2-34.4	216-222

Q7 5dr SUV £60,820–£100,840 ★★★★☆

Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
3.0 V6 55 TFSIe quattro	376	149	5.9	108.6-113	56-58
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	150	6.5	32.1-34.0	217-230

Q8 5dr SUV £71,635–£129,965 ★★★★☆

Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
3.0 V6 55 TFSIe quattro	381	149	5.8	94.2	67-68
3.0 V6 60 TFSIe quattro	462	149	5.4	94.2-97.4	66-68
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	150	6.1	32.8-33.2	222-226

Q8 E-tron 5dr SUV £67,800–£114,500 ★★★★⯪

A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50 quattro 95kWh	335	124	6.8	190	0
55 quattro 114kWh	408	124	5.6	237	0
SQ8 quattro 114kWh	503	130	4.5	223	0

Q8 E-tron Sportback 5dr SUV £70,300–£117,000 ★★★★⯪

Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50 quattro 95kWH	335	118	6.0	192	0
55 quattro 114kWh	403	124	5.6	242	0
SQ8 quattro 114kWh	503	130	4.5	224	0

TT 2dr coupé £35,415–£87,650 ★★★★☆

Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

TT Roadster 2dr open £37,165–£72,050 ★★★★☆

Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 40 TFSI	194	155	6.9	39.2-40.4	159-163
2.0 45 TFSI	242	155	6.0-6.1	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	5.5	33.6-34.4	185-190
2.0 50 TFSI quattro TTS	302	155	4.8	34.0-34.4	185-188
2.5 TT RS quattro	395	155	3.9	29.7-30.1	214-215

R8 2dr coupé £134,805–£170,910 ★★★★☆

Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

R8 Spyder 2dr open £144,155–£180,260 ★★★★☆

Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 RWD	538	200	3.8	20.9	307
5.2 V10 quattro	567	200	3.5	20.5	313
5.2 V10 Performance q'tro	610	204	3.2	20.3	315

BAC

Mono 0dr open £165,125 ★★★★⯪

An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 VVT	305	170	2.8	na	na

BENTLEY

Continental GT 2dr coupé £201,020–£260,120 ★★★★☆

Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	542	198	4.0	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC 2dr open £220,720–£285,920 ★★★★⯪

Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	542	198	4.1	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur 4dr saloon £170,720–£204,420 ★★★★⯪

New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 Hybrid	536	177	4.3	na	na
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga 5dr SUV £155,665–£213,720 ★★★★⯪

Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series 5dr hatch £27,825–£36,810 ★★★★⯪

May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	124	10.1-10.3	60.1-62.8	119-123
118d	148	134	8.4-8.5	58.9-60.1	123-127
120d	187	144	7.3	55.4-57.6	129-133

2 Series Coupé 2dr coupé £36,710–£64,315 ★★★★⯪

Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
220i	184	147	7.5	44.1	145
230i	242	155	5.9	42.8	151
M240i xDrive	374	155	4.3	34.4	186
M2	454	155	4.3	29.1	220
220d	188	147	6.9	60.1	122

2 Series Gran Coupé 4dr saloon £29,890–£42,300 ★★★☆☆

Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172
218d	148	138	8.6	58.9-60.1	123-125
220d	188	148	7.5	56.5-57.6	129-131

2 Series Active Tourer 5dr hatch £32,135–£44,265 ★★★★☆

Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
220i	154	137	8.1	47.1-47.9	135-137
223i	201	150	7.0	45.6-46.3	138-140
225e xDrive	241	121	6.7	na	na
230e xDrive	321	127	5.5	na	na
218d	148	137	8.8	57.6-58.9	127-129

3 Series 4dr saloon £38,990–£82,665 ★★★★★

Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330i	254	155	5.8	40.9-42.8	150-156
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	na	na
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
318d	148	132	8.3-8.4	52.6-62.8	117-129
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
330d	263	155	5.5	47.1-49.6	150-156
330d xDrive	263	155	5.1	47.1	157-158
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring 5dr estate £41,000–£85,165 ★★★★⯪

Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
320i	181	143	7.5	42.2	152-153
330i	254	155	5.9	39.2-40.9	156-163
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
318d	148	133	8.8	57.6-58.9	126-127
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
330d	263	140	5.6	45.6-47.1	158-163
330d xDrive	261	155	5.4	43.5-44.8	166-171
M340d xDrive	340	155	4.8	44.8	165
M3 xDrive Competition	503	155	3.6	na	235

4 Series Coupé 2dr coupé £42,745–£128,225 ★★★★☆

A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227
M4 CSL	543	191	3.7	28.5	224

4 Series Convertible 2dr open £48,100–£87,540 ★★★★☆

Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	147	8.2	40.4-41.5	154-159
430i	242	155	6.2	38.7-40.4	160-165
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231

4 Series Gran Coupé 4dr coupé £43,890–£58,480 ★★★★☆

The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	146	7.9	41.5	154
430i	242	155	6.2	39.8	160-161
M440i xDrive	371	155	4.7	35.3	182

i4 4dr saloon £56,185–£69,040 ★★★★☆

Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
eDrive40	338	118	5.7	352-365	0
M50	542	140	3.9	318	0

5 Series 4dr saloon £42,580–£109,615 ★★★★⯪

The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	146	7.8	44.8-45.6	142-145
530e	288	146	5.9	117.7-128.4	32-43
530e xDrive	288	146	5.9	134-166	38-48
545e xDrive	394	155	3.8	128-134	49-51
M550i xDrive	528	155	3.8	25.9	247
M5 Competition	616	155	3.3	25.4	252
520d	187	147	7.5	57.6-58.9	126-129
520d xDrive	187	144	7.6	54.3-55.4	132-135
530d xDrive	261	155	5.4	51.4-52.3	143-145

5 Series Touring 5dr estate £45,185–£61,055 ★★★★⯪

The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142
520d xDrive	187	144	7.9	49.6-52.3	140-148
530d xDrive	261	155	5.6	46.3-47.9	160

7 Series 4dr saloon £102,305–£117,555 ★★★★☆

New mild-hybrid flagship saloon is better in every way than its predecessor. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
750e xDrive	482	155	4.8	53.4	na
M760e xDrive	563	155	4.3	na	na

i7 4dr saloon £110,545–£137,230

Tech-laden luxury saloon arrives as new flagship with class-leading comfort. **LxWxH** 5391x1950x1544 **Kerb weight** 2715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive60	526	149	4.7	na	na

8 Series 2dr coupé/2dr open £81,160–£135,755 ★★★★☆

Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254

8 Series Gran Coupé 4dr saloon £78,660–£133,255 ★★★★☆

Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254

X1 5dr SUV £33,775–£46,050 ★★★★☆

Pick of the premium bunch and very spacious, but expensive and not that small **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	na	7.7	38.2-38.7	166-167
xDrive23i	201	145	7.4	41.5	153
xDrive 25e	220	118	6.8	na	na
xDrive 30e	321	127	5.6	na	na
sDrive18d	148	126	8.9	55.4	133-134
xDrive 23d	194	140	7.4	56.5	131

iX1 5dr SUV £52,255–£54,960

Not the most engaging to drive, but a seriously comprehensive electric prospect. **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive30	308	112	5.7	na	na

X2 5dr SUV £34,250–£50,100 ★★★★☆

Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive18i	138	127	9.6	42.8-43.5	148-150
sDrive20i	189	141	7.7	40.9-41.5	154-156
xDrive20i	189	na	7.6	38.7-39.2	164-166
xDrive25e	220	121	6.8	156.9	40-41
M35i	302	155	4.9	34.4	187

X3 5dr SUV £46,500–£90,795 ★★★★☆

Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	261	149	5.8	45.6	161-163
xDrive M40d	321	155	4.9	43.5	171

iX3 5dr SUV £64,165–£67,165 ★★★★☆

All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
80kWh	282	112	6.8	286	0

X4 5dr SUV £52,395–£92,555 ★★★⯪☆

Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 5dr SUV £65,140–£121,290 ★★★★☆

More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	335	155	5.5	27.7-28.2	227-231
xDrive45e	282	155	5.6	188.3-235.4	31
xDrive M50i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 5dr SUV £68,680–£123,990 ★★★⯪☆

The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M50i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

iX 5dr SUV £69,905–£119,225 ★★★★☆

Comfort-conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40	326	124	6.1	256	0
xDrive50	523	124	4.6	375	0
M60	623	155	3.8	346	0

X7 5dr SUV £85,610–£108,935 ★★★★☆

BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M50i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

XM 5dr SUV £145,885 ★★★☆☆

M division's second-ever bespoke car lacks real purpose beyond shock and awe. **LxWxH** 5110x2005x1755 **Kerb weight** 2785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5dr xDrive	644	155	4.3	188.3	na

Z4 2dr coupé £43,795–£55,570 ★★★★☆

Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

BMW ALPINA

B3/D3 4dr saloon/5dr estate £63,500–£79,000 ★★★★★

Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D3S	355	168-170	4.6-4.8	37.2	182

B4/D4 4dr saloon/5dr estate £65,700–£79,890

4 series shell combines the B3's engine to make a very compelling package. **LxWxH** 4794x2068x1438 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D4S	355	168-170	4.8	na	182

B5/D5 4dr saloon/5dr estate £66,275–£99,900 ★★★★☆

Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	599	200-205	3.4-4.6	23.5	263
3.0 D5S	347	171	4.8	42.2	199

B7 4dr saloon £126,000 ★★★★☆

A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	599	205	3.6	24.4	264

B8 Gran Coupé 4dr saloon £136,500 ★★★★☆

Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £70,075 ★★★★☆

Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £137,000 ★★★★☆

Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

BYD

Atto 3 5dr SUV £37,045 ★★★★☆

Solid electric family SUV with good refinement and a characterful interior. **LxWxH** 4455x1875x1615 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
60kWh	201	99	7.3	261	0

CATERHAM

Seven 2dr open £24,490–£54,990 ★★★★⯪

The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	na	na
2.0 Duratec 420	210	136	3.8	na	na
2.0 Supercharged 620S	310	145	3.4	na	na
2.0 Supercharged 620R	310	155	2.8	na	na

CHEVROLET

Corvette 2dr coupé/2dr open £77,320–£89,530 ★★★★☆

Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

Ami 2dr quadricycle £7695–£8695

Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6kW 5.5kWh	8	28	na	43	0

C3 5dr hatchback £13,995–£22,790 ★★★⯪☆

Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131
1.5 BlueHDi 100	96	115	10.6	67.0	117-118

C3 Aircross 5dr hatchback £20,745–£25,675 ★★★⯪☆

Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 5dr hatchback £22,060–£35,495 ★★★☆☆

Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115
ë-C4 50kWh	134	93	9.7	227	0

C5 Aircross 5dr SUV £27,790–£38,375 ★★★⯪☆

Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	117	10.5	44.2	149-151
1.6 PureTech 225 PHEV	223	140	8.7	184.0	50
1.5 BlueHDI 130	129	117	10.4	57.3	138-139

C5 X 5dr SUV £28,670–£40,210 ★★★★☆

An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech	107	108	11.5	45.8	136
1.5 HDI	99	109	14.1-14.9	57.4	135
1.5 HDI	127	114	11	54.2	142

Berlingo 5dr MPV £24,005–£29,065 ★★★★⯪

Boxy, quirky van-based car returns to top form in its third iteration in two decades. **LxWxH** 4403x2107x1844 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	10.4	48.6	136
1.6 PureTech 180	181	143	8.1	43.9	147
1.6 PureTech 225 PHEV	223	145	7.8	186-236	30-34

ë-Berlingo 5dr MPV £32,315–£35,035 ★★★☆☆

New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50kWh	136	84	9.0	182	0

CUPRA

Born 5dr hatch £36,475–£43,735 ★★★⯪☆

Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
58kWh	201	99	7.3	262-263	0
77kWh	226	99	6.6-7	339	0

Leon 5dr hatch £29,515–£40,790 ★★★⯪☆

PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI	148	133	8.9	47.9	134
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate 5dr estate £30,875–£43,595 ★★★★☆

More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1,5 TSI	148	134	9.2	47.1	136
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca 5dr hatch £41,380–£47,015 ★★★⯪☆

First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 TSI 300	296	153	5.2	32.5	197

Formentor 5dr SUV £30,205–£46,210 ★★★★☆

Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero 5dr hatch £12,995–£14,495 ★★★★☆

Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway 5dr hatch £14,395–£16,935 ★★★⯪☆

A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £15,795–£23,245 ★★★★☆

A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	na	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

Jogger 5dr MPV £17,145–£23,395 ★★★★⯪

A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	107	114	11.2	49.6	130-131

DAVID BROWN AUTOMOTIVE

Speedback GT 3dr coupé £620,000 ★★★★☆

Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8 Auto	601	155	4.8	23.0	292

DS

3 5dr SUV £25,900–£34,000 ★★★⯪☆

First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141
1.2 PureTech 155	153	129	8.2	46.6-52.0	127-143
1.5 BlueHDI 100	98	112	11.4	62.7	123
50kWh E-Tense	132	93	8.7	191-206	0

4 5dr hatch £28,330–£48,250 ★★★★☆

Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDI 130	128	129	10.9	51.4-61.2	121-144

7 5dr SUV £40,660–£62,940 ★★★⯪☆

DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	128	121	11.7	54.1-55.3	143

9 5dr saloon £52,900–£63,315 ★★★★☆

New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino M 2dr open £166,295 ★★★★☆

The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £175,000 ★★★★⯪

Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

296 GTB 2dr coupé £241,550 ★★★★★

Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4656x1974x1301 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0T V6	819	205	2.9	44.1	149

F8 Tributo 2dr coupé/open £203,476 ★★★★★

The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.9T V8 Tributo	710	211	2.9	21.9	292

812 Superfast 2dr coupé/open £263,098–£446,970 ★★★★★

More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320
6.5 V12 Competizione	819	211	2.9	13.9	385

SF90 Stradale 2dr coupé/open £400,000 ★★★★★

Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0T V8	986	211	2.5	46.3	154

FIAT

Panda 5dr hatch £14,745–£17,745 ★★★⯪☆

Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	166-168
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

500 3dr hatch/2dr open £16,775–£20,925 ★★★⯪☆

Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121

500 Electric 3dr hatch/2dr open £28,195–£37,195 ★★★★☆

Shows that small EVs can be viable and can also be fun - to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

Tipo 5dr hatch £28,725–£29,225 ★★★⯪☆

A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	124	128	9.3	54.3	119

500X 5dr hatch £22,995–£29,995 ★★★⯪☆

Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0	118	119	10.7	44,8-46.3	141-143
1.5 Hybrid	124	121	9.4	49.5	129-134

FORD

Fiesta 3dr/5dr hatch £19,330–£27,320 ★★★★⯪

Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.1 75	73	103	14.5	53.3	120
1.0 Ecoboost 100	98	112	10.8	53.3	125
1.0 Ecoboost MHEV 125	123	126	9.4	56.5	114
1.5T Ecoboost 200 ST	197	144	6.5	42.8	151

Focus **5dr hatch** **£27,060–£39,855** ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Ecoboost MHEV 125	123	124	10.2	52.3	121
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	54.3	116
2.3T Ecoboost 280 ST	276	155	5.7	35.3	183
1.5 EcoBlue 120	118	117-122	10.0-10.8	62.8	119-127

Focus Estate **5dr estate** **£28,220–£38,255** ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Ecoboost 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183
1.5 EcoBlue 120	118	120	10.6	61.4	120

Ecosport **5dr SUV** **£23,435–£24,635** ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0T Ecoboost 125	123	111	11.0	45.6	141
1.0T Ecoboost 140	138	115	10.2	45.6	142

Puma **5dr SUV** **£24,920–£32,350** ★★★★☆
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga **5dr SUV** **£30,755–£40,405** ★★★★☆
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32

S-Max **5dr MPV** **£38,540–£43,800** ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147

Galaxy **5dr MPV** **£40,700** ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148

Mustang Mach-E **4dr crossover** **£50,030–£72,830** ★★★★☆
Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
70kWh Standard RWD	265	111	6.9	273	0
91kWh Extended RWD	290	111	7.0	379	0
91kWh Extended AWD	346	111	5.8	335	0
91kWh GT AWD	480	124	4.4	310	0

Mustang **2dr coupé/open** **£50,830–£74,540** ★★★★☆
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8	444	155	4.9	23.9	268
5.0 V8 Mach-1	453	166	4.8	22.8	284

GT **2dr coupé** **£420,000** ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	na	na

Ranger **4dr pick-up** **£24,369–£47,889** ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GENESIS

GV60 **5dr SUV** **£53,905–£67,505** ★★★★☆
Nascent brand's first EV arrives as a luxurious, efficient SUV, lacks sharpness. **LxWxH** 4515x1890x1470 **Kerb weight** 2095kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh Premium	225	115	7.8	323	0
77.4kWh Sport	313	124	5.5	292	0
77.4kWh Sport Plus	483	146	4.0	289	0

G70 **4dr saloon** **£35,325–£41,480** ★★★½☆
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 197	194	139	8.8	35.4	181
2.0T 245	241	149	6.1	35.4	181
2.2D 200	197	143	7.4	43.5	170

G70 Shooting Brake **5dr estate** **£33,450–£40,555** ★★★★☆
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 197	197	135	9.3	32.5-34.0	193-204
2.0T 245	245	146	6.4	32.5-34.0	193-204
2.2D 200	198	140	7.7	41.8	175

GV70 **5dr SUV** **£39,450–£64,405** ★★★★☆
Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185
77.4kWh	483	146	4.2	283	0

G80 **4dr saloon** **£42,650–£69,805** ★★★★☆
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	155	6.0	31.0	205
87.2kWh	364	139	4.9	323	0

GV80 **5dr SUV** **£59,920–£75,220** ★★★½☆
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	147	6.9	27.4-27.7	240
3.0D	268	143	6.9	32	231

GORDON MURRAY AUTOMOTIVE

T33 **2dr coupé** **£1,400,000**
Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V12	607	na	na	na	na

T50 **2dr coupé** **£2,800,000**
Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V12	650	na	na	na	na

HONDA

E **5dr hatch** **£36,920–£38,120** ★★★½☆
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
36kWh	136	90	9.0	137	0
36kWh Advance	154	90	8.3	136	0

Jazz **5dr hatch** **£21,295–£27,610** ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic **5dr hatch** **£30,495–£46,995** ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 eHEV	181	112	7.8-8.1	156.5-60.1	108-114
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V **5dr SUV** **£29,410–£34,850** ★★★½☆
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 eHEV	131	106	10.7	52.3	122

CR-V **5dr SUV** **£32,815–£40,910** ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 i-MMD hybrid	181	112	8.6-9.2	47.4	151-163

NSX **2dr coupé** **£150,195** ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 hybrid	573	191	2.9	26.4	242

HYUNDAI

i10 **5dr hatch** **£14,995–£17,595** ★★★★☆
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 **5dr hatch** **£19,285–£25,750** ★★★★☆
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 **5dr hatch** **£21,510–£34,595** ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Fastback **4dr saloon** **£25,960–£34,845** ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer **5dr estate** **£22,260–£25,210** ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139

Bayon **5dr SUV** **£20,880–£25,130** ★★★★☆
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona **5dr SUV** **£23,625–£39,900** ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDi N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Ioniq 5 **5dr SUV** **£45,150–£56,150** ★★★★☆
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77kWh	224	115	7.4	238-315	0
77kWh Premium	320	na	5.1	282	0

Ioniq 6 **4dr saloon** **£46,745–£54,995** ★★★★½
Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77kWh	224	115	7.3	238-315	0
77kWh Premium	320	na	5.1	282	0

Tucson **5dr SUV** **£30,140–£43,630** ★★★★☆
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 T-GDi Hybrid	228	120	8.0	50.4	127
1.6 T-GDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe **5dr SUV** **£42,445–£50,910** ★★★½☆
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 T-GDi Plug-in hybrid	262	116	8.8	173.7	37
2.2 CRDi	199	127	9.2	na	177-178

Nexo **5dr SUV** **£69,495** ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
95kW Fuel Cell	161	130	9.6	42.0mpkg	0

INEOS

Grenadier **6dr SUV** **£60,900–£71,900**
Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0T 6dr Auto	282	99	8.6	21.4	299
3.0TD 6dr Auto	245	99	9.9	27.4	268

JAGUAR

XE **4dr saloon** **£32,205–£42,345** ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 P250	246	150	6.7	34.2	186
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF **4dr saloon** **£35,100–£47,730** ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake **5dr estate** **£37,240–£49,005** ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type **2dr coupé** **£67,825–£108,065** ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible **2dr open** **£66,925–£107,495** ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace **5dr SUV** **£42,605–£54,260** ★★★½☆
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	245	142	7.5	31.1-31.3	203-205
2.0 P300	295	150	6.9	29.8	214
1.5 P300e	305	134	6.5	143.1	44
2.0 D165	160	128	10.0	43.4-45.4	163
2.0 D165 AWD	160	124	9.8	42.9-43.4	171-172
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace **5dr SUV** **£48,660–£84,940** ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	160	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202
5.0 V8 SVR	542	178	4.0	23.1	275

I-Pace **5dr SUV** **£69,995–£79,995** ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV400	398	124	4.8	277-287	0

JEEP

Compass **5dr SUV** **£34,555–£44,455** ★★★☆☆
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 48V MHEV	128	120	10.0	47.1-50.4	133-140
1.3 4xe PHEV	238	124	7.3	141-156	44-47

Renegade **5dr SUV** **£30,010–£38,500** ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler **2dr/4dr SUV** **£60,280–£62,280** ★★★★☆
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GME	265	97-110	7.3-7.6	25.4-26.4	248-254

KIA

Picanto **5dr hatch** **£13,400–£17,450** ★★★★☆
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0	65	100	14.1	56.5-60.1	119
1.0 T-GDi	997	112	9.9	53.3	120

Rio **5dr hatch** **£16,150–£21,800** ★★★½☆
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 DPi	83	103	12.7	52.3	120-122
1.0 T-GDi	99	113	10.0	53.3	120
1.0 T-GDi 48V	118	116	9.8	51.4	118-125

Ceed **5dr hatch** **£21,200–£26,045** ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	156	130	8.4	43.5-46.3	129

Ceed Sportswagon **5dr estate** **£23,245–£26,745** ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	131

Proceed **5dr hatch** **£26,190** ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	129

Xceed **5dr hatch** **£22,395–£32,995** ★★★½☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

Stonic **5dr SUV** **£20,100–£24,150** ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Niro **5dr SUV** **£28,295–£39,575** ★★★½☆
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
64kWh e-Niro	198	104	7.8	282	0

Soul EV **5dr hatch** **£32,845–£39,045** ★★★★☆
Electric-only hatch with looks that divide opinion but a competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
39kWh	132	97	9.9	171	0
64kWh	201	104	7.9	280	0

Sportage **5dr SUV** **£27,800–£45,100** ★★★½☆
Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6T GDi	148	117	9.9	41.5	154
1.6T GDi 48V	148	117	9.3	41.5	146
1.6T GDi 48V DCT AWD	148	117	9.4	40.4	158
1.6T GDI PHEV	257	119	7.9	na	na
1.6T GDi HEV	226	120	7.7	49.6	129
1.6T GDi HEV AWD	226	120	8.0	44.1	146
1.6 CRDi	113	108	11.7	53.3	138
1.6 CRDi 48V	134	112	11.0	54.3	135

EV6 **5dr SUV** **£45,245–£62,645** ★★★★☆
Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Sorento **5dr SUV** **£50,995–£56,995** ★★★½☆
Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38

LAMBORGHINI

Huracán **2dr coupé/open** **£170,598–£267,633** ★★★★☆
Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Aventador **2dr coupé/open** **£274,226–£439,921** ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486
6.5 Ultimae	778	221	2.8	13.0	442

Urus **5dr SUV** **£185,271–£206,732** ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	631	190	3.3-3.5	22.2	325

LAND ROVER

Defender 90 **5dr SUV** **£60,705–£113,505** ★★★★½
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 **5dr SUV** **£62,405–£116,580** ★★★★½
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Defender 130 **5dr SUV** **£73,895–£100,645** ★★★★☆
Stretched version of cult off-roader packs greater practicality and retains polish. **LxWxH** 5358x2008x1970 **Kerb weight** 2589kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P300	295	119	8.0	24.8	258
3.0 P400	394	119	6.6	24.5	261
3.0 D300	296	119	7.5	32.1	232

Range Rover Evoque **5dr SUV** **£34,010–£58,015** ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P200	198	134	8.6	31.7	201
2.0 P250	248	143	7.6	31.6	201
2.0 P300	298	150	6.4	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	9.8-10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar **5dr SUV** **£46,565–£73,815** ★★★★☆
The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	na	na
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport **5dr SUV** **£80,325–£116,190** ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	140	6.2	27.4	234
3.0 P440e	438	140	5.8	na	na
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover **5dr SUV** **£99,375–£181,720** ★★★★½
Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	150	5.8-6.1	28.5-29.3	218-225
3.0 P440e	438	140	6.0	321.9	20-21
3.0 P510e	508	150	5.5	318.4	20-21
4.4 P530 V8	527	155	4.6-4.8	24.0-24.2	264-267
3.0 D300	289	135	6.9	35.8-36.7	204-207
3.0 D350	348	145	6.1-6.3	35.1-36.5	203-211

Discovery Sport **5dr SUV** **£34,480–£54,865** ★★★★½
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	247	140	7.8	30.1	211
2.0 P290	288	144	7.4	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.2	41.5	179
2.0 D200	201	117	8.6	41.5	179

Discovery **5dr SUV** **£60,880–£76,085** ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P360	355	130	6.5	26.0-26.4	241-245

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

ES 4dr saloon £39,980–£56,345 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS 4dr saloon £89,175–£115,680 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC F 2dr coupé £73,820–£90,570 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	470	168	4.5	23.9	268

LC 2dr coupé/open £88,920–£104,920 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8 LC 500	457	168	4.7	24.3	262
3.5 V6 LC 500h	354	155	5.0	34.8	184

UX 5dr SUV £34,750–£57,095 ★★★½☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 UX 250h	181	110	8.5	50.4	126
2.0 UX 250h E4	181	110	8.7	47.0	136
UX 300e 150kWh	201	100	7.5	195	0

NX 5dr SUV £41,210–£60,950 ★★★★☆
PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 NX 350h	242	124	7.7-8.7	44.1	145
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX 5dr SUV £59,950–£75,950 ★★★½☆
Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 RX 450h	308	124	7.7	34.4	185

LOTUS

Emira 2dr coupé £78,950–£84,950 ★★★★☆
A superb sports car that's also much more habitable than any previous Lotus. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 360	360	176	4.2	na	195
3.5 V6 400	395	180	4.3	na	na

Eletre 5dr SUV £90,805–£121,305
Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
112kWh	603	na	na	373	0
112kWh R	905	na	na	304	0

MASERATI

Ghibli 4dr saloon £74,920–£120,625 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279

Quattroporte 4dr saloon £112,105–£140,630 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Grecale 5dr SUV £58,500–£95,590 ★★★½☆
For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4847x1979x1667 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
48V MHEV 300 Auto	296	149	5.6	32.5	198
48V MHEV 330 Auto	325	149	5.3	32.1	199
V6 Trofeo Auto	523	177	3.8	25.2	254

Levante 5dr SUV £77,205–£139,675 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 Trofeo	572	186	4.1	17.8	359

MC20 2dr coupé £206,885–£231,885 ★★★★½
A triumphant return to the supercar ranks: fast and thriling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	621	203	2.9	24.6	262

MAXUS

Mifa 9 5dr MPV £65,141
Seven-seat electric people carrier from Chinese commerical brand born out of LDV. **LxWxH** 5270x2000x1840 **Kerb weight** 2310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
90kWh	238	112	na	273	0

MAZDA

2 5dr hatch £17,205–£21,575 ★★★★☆
Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

2 Hybrid 5dr hatch £21,820–£25,135
We've yet to drive it, but it's just a rebadged Toyota Yaris, which is a decent supermini. **LxWxH** 3940x1745x1500 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	109	9.7	74.3	87

3 5dr hatch £23,265–£30,465 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	122	10.4	50.4	124-127
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

3 Saloon 4dr saloon £26,265–£30,465 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	56.5	114-117

CX-30 5dr SUV £24,645–£34,555 ★★★★☆
Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

MX-30 5dr SUV £30,050–£34,350 ★★★★☆
Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
35.5kWh	143	87	9.7	124	0
17.8kWh R	167	na	na	na	na

CX-5 5dr SUV £29,135–£39,375 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 150	148	127	9.9	50.4	151-154
2.2d 184	181	129	9.3	42.8	175

CX-60 5dr SUV £45,420–£48,380 ★★★★☆
Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1680 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV 4WD Auto	323	124	5.8	188.3	33

MX-5 2dr open £25,725–£31,860 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF 2dr open £27,625–£34,450 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	155

McLAREN

Artura 2dr coupé £190,695 ★★★★½
A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 PHEV	671	205	3.0	61.5	104

GT 2dr coupé £169,980 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	612	204	3.2	23.7	270

MERCEDES-BENZ

A-Class 5dr hatch £31,890–£63,140 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	146	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
1.5 A180d	114	126	9.5	62.8	127-130
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon 4dr saloon £32,485–£47,660 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.1	48.7	133-137
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
1.5 A180d	114	128	9.7	56.5-64.2	126-129
2.0 A200d	148	141	8.2	58.9	127-131

CLA 4dr saloon £35,220–£63,515 ★★★★☆
It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake 5dr estate £36,220–£64,515 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class 5dr hatch £35,110–£43,760 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class 4dr saloon £44,240–£71,110 ★★★★☆
Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	153	7.3	44.1	146
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139
AMG C43	402	155	4.6	31.4	203

C-Class Estate 5dr estate £46,155–£72,670 ★★★½☆
Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136
AMG C43	402	155	4.7	31	206

C-Class Coupé 2dr coupé £45,875–£92,025 ★★★★☆
Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	149	7.9	37.7-42.2	155-156
2.0 C300	258	155	6.1	35.8-39.8	161-175
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	221-225
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	250
2.0 C220d	192	149	7.0	46.3-52.3	133-145
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	151-164

C-Class Cabriolet 2dr open £49,450–£90,985 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	146	7.9	36.2-40.4	167-168
2.0 C300	258	155	6.3	34.0-37.7	173-184
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	229-231
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	258
2.0 C220d	191	145	7.5	44.8-49.6	141-153
2.0 C300d	242	155	6.3	42.2-47.1	153-167

E-Class 4dr saloon £48,775–£120,195 ★★★★☆
A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 E450	363	155	5.0	31.7	204
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
4.0 V8 AMG E63 S 4Matic+	603	155	3.4	22.8-23.7	277
2.0 E220d	191	146	7.4	53.3	139-157
2.0 E300d	261	155	6.3	47.9	153-167
2.0 E300de	302	149	5.9	217.3	39
2.9 E400d 4Matic	325	155	5.1	42.2	176-188

E-Class Estate 5dr estate £50,795–£122,195 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
4.0 V8 AMG E63 S 4Matic+	603	180	3.5	22.6-23.3	282
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

E-Class Coupé 2dr coupé £51,345–£76,825 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300	237	155	6.4	31.0	180-182
3.0 E450 4Matic	362	155	5.0	29.1-31.4	201
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	212-215
2.0 E220d	189	145	7.6	43.5-50.4	154-155
3.0 E300d 4Matic	242	155	6.4	42.2-47.9	166-167
2.9 E400d 4Matic	325	155	5.3	na	189

E-Class Cabriolet 2dr open £57,095–£80,735 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300	237	155	6.6	30.0	189-190
3.0 E450 4Matic	362	155	5.8	28.8-30.7	208
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	217-219
2.0 E220d	189	147	7.8	42.8-48.7	162-163
2.0 E300d	242	155	6.6	40.9-46.3	172
2.9 E400d 4Matic	325	155	5.4	na	193

CLS 4dr saloon £75,440–£86,540 ★★★★☆
Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	29.7	216
3.0 CLS 400d 4Matic	325	155	5.0	38.7	191

S-Class 4dr saloon £82,965–£216,960 ★★★★½
Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
6.0 V12 S680 Maybach	612	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S400d	328	155	5.4	38.2-38.7	192-196

EQS 5dr saloon £105,610–£170,855 ★★★★½
Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0
AMG EQS 53 4Matic+	649	155	3.8	377	0

AMG GT 4-Door Coupé 4dr saloon £141,855–£173,640 ★★★★½
Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA 5dr SUV £37,645–£69,005 ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 GLA 180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 GLA 250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA 5dr SUV £52,010–£60,510 ★★★☆☆
A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
67kWh 250	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB 5dr SUV £39,765–£53,295 ★★★½☆
Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 1555kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

EQB 5dr SUV £55,310–£62,810 ★★★☆☆
Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
67kWh 300	228	99	7.7	257	0
67kWh 350	292	99	6.0	257	0

GLC 5dr SUV £53,765–£74,460 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé 5dr SUV £53,080–£99,960 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC 5dr SUV £72,335–£81,225 ★★★★½
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE 5dr SUV £73,305–£123,725 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.2	206-214
2.0 GLE 350de 4Matic	317	130	6.8	256.8	29
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	na	281

GLE Coupé 5dr SUV £78,330–£133,000 ★★★★☆
May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	na	280
2.0 GLE 350de 4Matic	320	130	6.9	313.9	23-24
2.9 GLE 400d 4Matic	327	149	5.7	33.6	219

GLS 5dr SUV £88,500–£177,505 ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class 5dr SUV £131,095–£289,500 ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

AMG GT 2dr coupé/open £108,390–£377,120 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8 GT	522	193-194	3.7-3.8	21.9-22.1	289-290
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	22.1	292

MG

3 5dr hatch £13,795–£15,495 ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

4 EV 5dr hatch £26,995–£32,495 ★★★★½
Electric family car is good value, useful and fun to drive to boot. **LxWxH** 4287x1836x1504 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
125kW 51kWh	168	100	7.7	218	0
150kW 64kWh	200	100	7.9	281	0

5 SW EV 5dr estate £30,995–£33,495 ★★★½☆
Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
61kWh	154	115	7.7	250	0

ZS 5dr SUV £17,795–£35,495 ★★★☆☆
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166
45kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

HS 5dr SUV £23,495–£33,595 ★★★☆☆
Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	162	118	9.9	36.2-37.2	168
1.5 T-GDi PHEV	254	118	7.1	155.8	43

MINI

3dr Hatch 3dr hatch £22,565–£34,945 ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7-49.6	130-132
2.0 Cooper S	189	145-146	6.7-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

Electric 3dr hatch £29,000–£35,050 ★★★★☆
Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
33kWh	180	93	7.3	144	0

Convertible 2dr open £25,465–£38,145 ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	134	128	8.8	46.3	138-139
2.0 Cooper S	175	143	7.2	42.2	151
2.0 John Cooper Works	227	150	6.6	39.2	165

5dr Hatch 5dr hatch £23,225–£31,760 ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 One	101	119	10.6	49.6	130
1.5 Cooper	134	129	8.4	48.7-49.6	131-132
2.0 Cooper S	175	146	6.9	44.1-45.6	141-146

Clubman 5dr hatch £27,015–£40,305 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	134	128	9.2	47.1	136-137
2.0 Cooper S	175	142	7.3	42.2	152-153
2.0 John Cooper Works All4	302	155	4.9	38.2	169

Countryman 5dr hatch £28,815–£42,650 ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-158

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper S E All4 PHEV	217	122	6.8	156.9	41
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 John Cooper Works All4	302	155	5.1	37.2	174

MORGAN

Super 3 0dr open £63,635 ★★★★½

Puts a smile on your face with an experience that takes you away from the everyday. **LxWxH** 3581x1850x1132 **Kerb weight** 635kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5	118	130	7.0	49.2	131

Plus Four 2dr open £63,635 ★★★½☆

Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	255	149	5.1	38.8	165

Plus Six 2dr open £82,995 ★★★½☆

Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £17,235–£20,315 ★★★★☆

Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 IG-T 92	91	111	11.8	50.4	123-129

Leaf 5dr hatch £28,995–£36,445 ★★★★☆

Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
40kWh	147	90	7.9	168	0
62kWh	214	98	6.9-7.3	239	0

Juke 5dr hatch £20,695–£30,425 ★★★½☆

Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139

Qashqai 5dr SUV £26,405–£41,340 ★★★★☆

Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145

X-Trail 5dr SUV £32,030–£47,155 ★★★½☆

Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 DiG-T 160	158	123	11.5	37.8-38.5	166-173

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★½☆

Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8	662	225	3.0	16.8	333

ORA

Funky Cat 5dr hatch £31,995 ★★★★☆

A charismatic and good-value electric hatchback from China's Great Wall Motor. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
126kW 48kWh	169	99	8.3	193	0

PEUGEOT

208 3dr/5dr hatch £20,340–£34,595 ★★★½☆

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208	136	93	8.1	194-217	0
1.5 BlueHDi 100	99	117	10.2	70	109-110

308 5dr hatch £27,130–£41,140 ★★★★☆

Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi	131	129	10.6	65.4	113-114

308 SW 5dr estate £28,330–£42,340 ★★★★☆

Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi	131	129	10.9	65.0	113-114

408 5dr hatch £31,050–£46,500 ★★★★☆

Comfortable, spacious, stylish companion targets fleet buyers and hits the bullseye. **LxWxH** 4687x1859x1478 **Kerb weight** 1467kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	130	na	na	137
1.6 Hybrid	180	140	na	na	154
1.6 Hybrid 225	222	145	7.8	211.3-269.5	28

508 4dr saloon £33,945–£54,775 ★★★★☆

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW 5dr estate £35,695–£56,575 ★★★☆☆

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 5dr SUV £24,295–£39,850 ★★★★☆

Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
1.2 PureTech 155	153	129	8.2	46.6	141
50kWh e-2008	136	93	8.5	191-206	0
1.5 BlueHDi	98	115	11.4	62.7	118-120

3008 5dr SUV £32,605–£49,640 ★★★★☆

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	126	117	10.5-10.8	37.2	146-149
1.6 Hybrid	223	146	5.9	157-222	29
1.6 Hybrid4	298	149	5.9	166-235	36
1.5 BlueHDi 130	126	119	9.5	55.1	137-139

5008 5dr SUV £36,570–£42,610 ★★★★☆

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142
2.0 BlueHDi 180	175	131	9.1	47.3	164-166

PININFARINA

Battista 2dr coupé £2,000,000 ★★★★☆

Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1417kW 120kWh	1900	217	2.0	311	0

POLESTAR

2 5dr hatch £43,150–£52,950 ★★★★☆

High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
63kWh Standard Range	221	99	7.4	273	0
78kWh Long Range	228	99	7.4	317	0
78kWh Long Range AWD	402	127	4.2	298	0

PORSCHE

718 Boxster 2dr open £51,175–£82,270 ★★★★½

Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	290	170	4.9-5.1	32.5	198
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman 2dr coupé £49,175–£116,120 ★★★★★

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	290	170	4.9-5.1	32.8	197
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251
4.0 GT4 RS	493	196	3.4	21.4	299

911 2dr coupé £91,870–£216,620 ★★★★½

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271
Sport Classic	542	205	4.1	22.4	285

911 Cabriolet 2dr open £101,870–£181,320 ★★★★☆

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera 4dr saloon £74,970–£145,970 ★★★★★

Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo 5dr estate £80,170–£149,170 ★★★★½

The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan 4dr saloon £75,555–£142,455 ★★★★½

First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Sport Turismo 5dr estate £76,555–£143,455 ★★★★½

Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
79kWh	405	143	5.4	222-269	0
79kWh 4S	527	155	4.0	222-274	0
93kWh	472	143	5.4	259-306	0
93kWh 4S	563	155	4.0	259-306	0
93kWh GTS	590	155	3.7	263-304	0
93kWh Turbo	670	155	3.2	263-305	0
93kWh Turbo S	751	155	2.8	267-285	0

Taycan Cross Turismo 5dr estate £84,555–£143,455 ★★★★½

Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan 5dr SUV £52,870–£70,870 ★★★★½

Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	263	144	6.4	26.4	228
2.0 T	263	144	6.4	26.4	224-239
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Cayenne 5dr SUV £66,120–£134,265 ★★★★½

Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 GTS	453	168	4.8	20.0-21.2	301-219
4.0 V8 Turbo	542	178	4.1	20.0-20.9	305-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé 5dr SUV £69,520–£149,930 ★★★★☆

Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 GTS	453	168	4.5	20.2-21.2	302-318
4.0 V8 Turbo	533	178	3.9	20..0-20.9	307-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92
4.0 V8 GT	632	186	3.1	20.0	319

RADICAL

Rapture 0dr open £110,000 ★★★½☆

Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2 Turbo	360	165	3.1	na	na

RXC GT 2dr open £145,000 ★★★½☆

Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 400	400	179	2.8	na	na
3.5 V6 650	650	180	2.7	na	na

RENAULT

Clio 5dr hatch £18,895–£23,995 ★★★★☆

Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.3	65.7	96

Zoe 5dr hatch £29,995–£31,995 ★★★½☆

A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50kWh R135	132	87	9.5	232	0

Captur 5dr SUV £22,295–£33,895 ★★★★☆

Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	89	104	14	47.9	133-134
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Kadjar 5dr SUV £26,295–£27,895 ★★★½☆

Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe 140	138	124	9.8	45.6	143-147

Arkana 5dr SUV £26,795–£32,295 ★★★½☆

Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe Mild Hybrid 140	138	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

Mégane E-Tech Electric 5dr SUV £36,995–£40,995 ★★★★☆

More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
EV60 160kW 60kWh	215	99	7.5	280	0

RIMAC

Nevera 2dr coupé £2,000,000 ★★★★☆

Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1427kW 120kWh	1914	256	2.0	340	0

ROLLS-ROYCE

Wraith 2dr coupé £282,220–£324,220 ★★★★½

An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Dawn 2dr open £305,620–£347,620 ★★★★½

Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	5.0	16.8-17.4	367-380

Ghost 4dr saloon £275,020–£320,020 ★★★★☆

'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom 4dr saloon £378,820–£450,820 ★★★★★

Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Cullinan 4dr SUV £303,220–£347,020 ★★★★☆

Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Ibiza 5dr hatch £17,955–£22,100 ★★★★½

Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 80	79	106	15.3	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon 5dr hatch £22,515–£32,790 ★★★★☆

A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	122	10.8	51.4-52.3	123-126
1.0 eTSI	108	119	10.6	50.4-51.4	124-129
1.5 TSI Evo 130	128	129	9.4	49.6-51.4	124-128
1.5 TSI Evo 150	148	135	8.7	48.7	133
2.0 TSI Evo 190	188	144	7.2	42.2	131-154
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	8.9	64.2-65.7	113-115

Leon Estate 5dr estate £23,500–£35,445 ★★★★☆

Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.0 eTSI	108	124	11	49.6	130
1.5 TSI Evo 130	128	130	9.7	49.6-51.4	125-128
1.5 TSI Evo 150	148	135	9	47.9-48.7	132-133
2.0 TSI Evo	188	145	7.4	42.2	151-152
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	9.2	64.2-65.7	114-116

Arona 5dr SUV £20,960–£26,870 ★★★★☆

Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI Evo 150	148	127	8.3	44.8-45.6	140-143

Ateca 5dr SUV £26,395–£38,270 ★★★★½

Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	112	11.3	44.1-46.3	139-146
1.5 TSI Evo 150	148	124	9	42.2-43.5	149-152
2.0 TSI 190	188	133	7.1	34.9-35.3	181-183
2.0 TDI 116	114	115	10.9	54.3-55.4	135-137
2.0 TDI 150	148	126	9.3	55.4-58.9	141-166
2.0 TDI 150 4Drive	148	122	8.7	47.1-48.7	141-166

Tarraco 5dr SUV £32,255–£44,170 ★★★★☆

Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 150	148	124	9.9	38.7-41.5	155-166
2.0 TSI 4Drive 190	188	130	7.8	31.0-31.7	201-207
2.0 TSI 245	242	142	6.3	32.1-32.8	195-200
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150
2.0 TDI 200 4Drive	197	130	7.8	41.5-42.8	172-178

SKODA

Fabia 5dr hatch £17,990–£21,125 ★★★★☆

Strong ergonomics and fine road manners – if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 80	78	111	15.6	55.4	116
1.0 TSI	93	121	10.7	55.4	115-116
1.0 TSI 110	109	127	9.9	57.6	113-127

Scala 5dr hatch £20,120–£26,430 ★★★★☆

Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	94	118	10.9	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.1	50.4-51.4	125-128

Octavia 5dr hatch £23,650–£37,055 ★★★★☆

Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	129	10.8	54.3-56.5	115-117
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.2	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115
2.0 TDI 200 vRS	197	154	7.4	56.5	130
2.0 TDI 200 vRS 4x4	197	150	6.8	51.4	145

Octavia Estate 5dr estate £24,630–£38,295 ★★★★☆

Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	125	11	53.3-54.3	118-119
1.5 TSI 150	148	139	8.6	50.4-52.3	123-126
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.3	67.3	111
2.0 TDI 150	148	139	8.6	62.8-65.7	112-118
2.0 TDI 200 vRS	197	152	7.5	55.4	132
2.0 TDI 200 vRS 4x4	197	147	7.1	50.4	147

Superb 5dr hatch £30,255–£44,140 ★★★★☆

Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	137	9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.3	32.2-34.0	188-193
1.4 iV PHEV	215	138	7.4	148.7-188.3	33-42
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.3	47.9	154

Superb Estate 5dr estate £31,505–£42,985 ★★★★☆

Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	132	9.3	40.9-45.6	141-157
2.0 TSI 190	188	143	7.8	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
1.4 iV PHEV	215	140	7.5	148.7-188.3	33-42
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	8	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.4	47.9	157

Kamiq 5dr SUV £22,040–£27,625 ★★★½☆

Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	112	11.2	49.6	129
1.0 TSI 115	112	120	10.3	47.1-49.6	130-136
1.5 TSI	148	132	11.2	46.3-47.9	133-139

Karoq 5dr SUV £26,545–£38,805 ★★★★☆

Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	117	11.3	44.8-47.9	133-143
1.5 TSI	148	126	9	42.8-44.8	143-149
20 TSI 190 4x4	188	132	7	33.2	191
2.0 TDI 116	114	118	10.7	58.9	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq iV 5dr SUV £38,970–£51,765 ★★★★☆

Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
62kWh 60	177	99	8.7	256	0
82kWh 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Enyaq Coupé iV 5dr SUV £54,370 ★★★½☆

More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
82kWh vRS	299	111	6.4	312	0

Kodiaq 5dr SUV £33,485–£48,075 ★★★★☆

Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	132	7.8	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

EQ Fortwo 3dr hatch/open £22,225–£25,795 ★★½☆☆

Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	11.6-11.9	81-84	0

EQ Forfour 5dr hatch £22,295–£23,445 ★★½☆☆

Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	12.7	84	0

SSANGYONG

Tivoli 5dr SUV £19,645–£23,395 ★★★½☆

Trails the Duster as the best-value small crossover – but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2P 128	126	112	10.6	47.9	158
1.5P 163	160	112	na	42.8	161-164
1.6D 136	130	108	na	50.4	145

Korando 5dr SUV £21,795–£32,215 ★★★☆☆

Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 GDi-Turbo	160	119	12.0	37.2	172
1.6 D 2WD	133	112	12.0	45.2	159-164
1.6 D 4WD	133	112	12.0	41.5	178
e-Motion 140kW 61.5kWh	187	97	9.0	294	0

Rexton 5dr SUV £38,600–£45,745 ★★★½☆

A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

SUBARU

Outback 5dr estate £36,845–£42,345 ★★½☆☆

Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5i	172	130	10.2	33.0	193

Forester 5dr SUV £37,885–£40,885 ★★★☆☆

Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

XV 5dr SUV £33,195–£35,195 ★★★☆☆

No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i e-Boxer	148	120	10.7	35.7	180

Solterra 5dr SUV £49,995–£52,995 ★★★★☆

The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
150kW 71.4kWh	215	99	6.9	289	0

SUZUKI

Ignis 5dr hatch £16,749–£18,749 ★★★★☆

Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift 5dr hatch £15,999–£23,070 ★★★½☆

Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace 5dr estate £27,499–£29,299 ★★★½☆

Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara 5dr SUV £23,749–£29,299 ★★★½☆

Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140

SX4 S-Cross 5dr SUV £25,499–£32,049 ★★★☆☆

Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139

Across 5dr SUV £48,129 ★★★½☆

Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S 5dr hatch £91,980–£118,980 ★★★★½

Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
AWD	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 4dr saloon £42,990–£57,990 ★★★★☆

Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
RWD	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model Y 5dr SUV £44,990–£59,990 ★★★★☆

A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0

Model X 5dr SUV £98,980–£110,980 ★★★★½

A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
AWD	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

TOYOTA

Aygo X 3dr hatch £15,975–£19,365 ★★★½☆

City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 VVT-i	71	98	14.9	57.6	110

Yaris 5dr hatch £22,110–£25,070 ★★★½☆

Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris 5dr hatch £32,110–£35,610 ★★★★★

Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 AWD	253	143	5.5	na	186

Corolla 5dr hatch £30,210–£35,145 ★★★★☆

Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	9.2	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.5	53.3-57.6	111-120

Corolla Touring Sports 5dr estate £31,545–£36,860 ★★★★☆

More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	9.2	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	7.5	53.3-56.5	112-121

Prius 5dr hatch £24,890–£35,400 ★★★★☆

Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid 5dr hatch £32,645–£34,745 ★★★★☆

Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

Yaris Cross 5dr SUV £24,840–£31,465 ★★★½☆

A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	106	11.2	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	11.8	55.4	115

C-HR 5dr SUV £29,920–£36,050 ★★★★☆

Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

bZ4X 5dr SUV £46,110–£55,710 ★★★½☆

Toyota's first EV is a solid all-round effort – just don't expect fireworks. **LxWxH** 4690x1860x1600 **Kerb weight** 2000kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
71.4kWh	201	99	7.5	na	0
71.4kWh	215	99	6.9	na	0

RAV4 5dr SUV £35,350–£45,755 ★★★☆☆

A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	na	na

Land Cruiser 3dr 3dr SUV £46,235 ★★★½☆

A proper countryside workhorse that will never let you down. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.8 D-4D	201	109	12.7	27.7-30.1	239-267

Land Cruiser 5dr 5dr SUV £47,580–£63,580 ★★★½☆

Likeably simple, functional and worth considering if you need a dual-purpose SUV. **LxWxH** 4840x1885x1845 **Kerb weight** 2135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.8 D-4D	201	109	12.7	27.7-30.4	245-267

Highlander 5dr SUV £55,210 ★★★½☆

Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 Hybrid	244	112	8.3	39.8	159-160

Mirai 4dr saloon £53,995–£64,995 ★★★★☆

A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

GR86 2dr coupé £29,995 ★★★★½

The car that proves fun doesn't always have to mean fast, a true GT86 replacement. **LxWxH** 4265x1775x1310 **Kerb weight** 1276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.4 D-4S	231	140	6.3	na	200

GR Supra 2dr coupé £54,485–£56,985 ★★★★☆

Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

VAUXHALL

Corsa 5dr hatch £18,065–£34,535 ★★★½☆

Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 75	72	108	12.4	53.3	125
1.2 100	97	121	9.3	48.7-52.3	126-134
50kWh Electric	132	93	7.6	209	0

Astra 5dr hatch £25,290–£40,550 ★★★½☆

Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4373x1860x1441 **Kerb weight** 1341kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.6 Hybrid	178	140	9.3	201-256	24-26
1.6 Hybrid GSe	178	140	7.7	na	na
1.5 Turbo D 130	128	130	10.6	64.2	115

Astra Sports Tourer 5dr estate £26,490–£40,250

More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Turbo 110	108	124	10.8	52.3-53.3	125-127
1.2 Turbo 130	128	130	9.9	49.6-51.4	127-133
1.6 Hybrid	178	140	9.3	201-256	24-31
1.6 Hybrid GSe	178	140	7.7	na	na

Crossland 5dr SUV £20,295–£28,355 ★★★½☆

Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146

Mokka 5dr SUV £23,490–£38,645 ★★★½☆

Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh Electric	134	93	8.7	201	0

Grandland 5dr SUV £29,905–£42,360 ★★★☆☆

Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Turbo 130	128	117	10.4	45.6	141-147
1.6 Hybrid	223	140	8.9	192.0-210.0	34
1.5 Turbo D 130	128	119	12.3	54.3	136

Combo Life 5dr MPV £34,085–£36,545 ★★★½☆

Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Turbo D	na	114	10.6-12.7	54.3-58.8	129-137
50kWh	132	84	11.7	174	0

VOLKSWAGEN

Up 3dr/5dr hatch £14,210–£18,360 ★★★★☆

It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126

Polo 5dr hatch £19,505–£28,540 ★★★★☆

A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £25,765–£48,250 ★★★★½

New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI Evo 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI Evo 150	148	139	8.9	50.4-51.4	124-128
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

Golf Estate 5dr estate £27,090–£45,190 ★★★★☆

Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1497 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	126	10.5	51.4	124
1.5 TSI 130	128	133	9.4	52.4	123
1.5 TSI 150	148	139	8.7	49.6	128
2.0 TSI R 4Motion	316	155	4.9	35.8	178
2.0 TDI 115	113	126	10.5	64.2	114
2.0 TDI 150	148	139	9.1	61.4	121
2.0 TDI 4Motion Alltrack	198	142	7.1	50.4	147

ID 3 5dr hatch £37,140 ★★★★☆

A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
150kW 58kWh	201	99	7.3	261	0

Passat 4dr saloon £32,760–£40,820 ★★★★☆

Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 150	148	137	8.9	46.3-47.9	139-146
2.0 TDI 150	148	139	9.1	58.9-60.1	124-127

Passat Estate 5dr estate £32,760–£40,515 ★★★★☆

All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 150	148	133	8.9	44.8-45.6	144-151
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132

Arteon 4dr saloon £38,820–£55,875 ★★★½☆

VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.3	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £40,060–£56,760 ★★★½☆

Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
1.4 TSI eHybrid	218	138	7.8	217.3	31-32
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £33,980–£36,535 ★★★★☆

Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 150	148	118	11.4	39.8-40.9	154-162

T-Cross 5dr SUV £22,535–£30,625 ★★★★½

Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI Evo 150	147	124	8.5	46.3-47.1	136-138

Taigo 5dr SUV £23,540–£30,990 ★★★½☆

Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	95	114	11.1	51.4	124
1.0 TSI 110	110	119	10.4	51.4-52.3	124-125
1.5 TSI 150	150	132	8.3	47.9	138

T-Roc 5dr SUV/open £26,210–£42,285 ★★★★☆

VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI Evo 150	148	127	8.4	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	6.8	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8	50.4-53.3	140-146

Tiguan 5dr SUV £30,030–£38,665 ★★★★☆

An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 130	128	119	10.9	44.1-44.8	143-146
1.5 TSI Evo 150	148	126	9.2-9.4	38.2-42.2	143-168
2.0 TDI 150	148	125-127	9.4	47.1-50.4	146-157

Tiguan Allspace 5dr SUV £34,320–£46,115 ★★★★☆

Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI Evo 150	148	123	9.5-10.3	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	6.2-7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	7.8	40.4-41.5	176-184

ID 4 5dr SUV £38,845–£52,865 ★★★★☆

Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
109kW 52kWh	148	99	10.9	213	0
125kW 52kWh	170	99	9.0	213	0
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

ID 5 5dr SUV £50,710–£62,585 ★★★½☆

Tech-heavy, practical sloping SUV is easy to live with, but rivals are sharper to drive. **LxWxH** 4599x1852x1615 **Kerb weight** 2167kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
150kW 77kWh	170	99	10.4	327	0
150kW 77kWh Performance	204	99	8.4	314	0
220kW GTX	295	112	6.3	301	0

Touareg 5dr SUV £56,125–£58,805 ★★★★☆

Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 TDI 231	228	135	7.6	33.6-34.4	214-219
3.0 V6 TDI 286	282	148	6.1	33.6-34.9	213-219

VOLVO

S60 4dr saloon £44,580–£56,480 ★★★★☆

Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 B5P	246	112	6.7	41.5	153
2.0 T8 Recharge PHEV	384	112	4.6	122.8-176.5	42

V60 5dr estate £41,330–£57,635 ★★★★½

Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 B3	161	112	9.1	40.9	155
2.0 B4	197	112	8.0	41.5	152
2.0 B5	246	112	6.8-6.9	37.7-40.4	157-170
2.0 B6	297	112	6.0	36.2	175
2.0 T6 Recharge PHEV	335	112	4.6	362.6	18
2.0 B4D	197	112	7.6	47.0-50.4	146-156

S90 4dr saloon £63,080–£67,830 ★★★★☆

Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 T8 Recharge PHEV	384	112	5.1	na	na

V90 5dr estate £50,255–£70,780 ★★★★☆

Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 B4P	197	112	7.9	40.9	158
2.0 B5P	246	112	6.9	36.6-40.4	159-175
2.0 B6P	297	112	6.4	34.4-36.2	178-184
2.0 T6 Recharge PHEV	335	112	5.5	na	na
2.0 B4D	197	112	8.8	44.8-49.5	149-164

XC40 5dr SUV £35,835–£61,855 ★★★★☆

Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B3P	160	112	8.6	42.7	152
2.0 B4P	197	112	7.6	36.7-39.2	162-176
69kWh Recharge	228	99	7.4	261	0
78kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £48,355–£62,805 ★★★½☆

Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
69kWh Recharge	231	99	7.4	269	0
78kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £47,465–£68,385 ★★★½☆

Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64
2.0 B4D	194	112	8.3	44.8-45.5	161-166

XC90 5dr SUV £61,995–£83,130 ★★★★☆

Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 B6P	296	112	6.7	90.7	210
2.0 T8 Recharge PHEV	384	112	5.4	217	28-76
2.0 B5D	232	112	7.6	41.5	178

EX90 5dr SUV £96,255–£100,555

Upcoming XC90 replacement is firm's most expensive car and longest-range EV. **LxWxH** 5037x2039x1747 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
111kW	404	112	5.9	363	0
111kW Performance	513	112	4.9	360	0

WELLS

Vertige 2dr coupé £40,000 ★★★★☆

Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	209	140	4.6	45.0	na

ZENVO

TSR-S 2dr coupé £1,300,000 ★★★★☆

Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.8 S/C V8 Auto	1177	202	2.8	na	na

TO SEE WHICH CARS ARE COMING AND WHEN, VISIT AUTOCAR.CO.UK

SLIDESHOW

The greatest two-seat tandem cars we've ever seen

There are plenty of two-seat cars in the world, but only a select few place them in a tandem formation. Whether you want the feel of a fighter plane or just like a snug cabin, tandem-seat cars are unusual, and most have not exactly made prime time in the world's car markets. Still, as automotive oddities go, they are right up there, and deserving of close inspection.
ALISDAIR SUTTIE

Yamaha OX99-11 1992

One of the rarest and most exotic supercars from an era when makers were pushing boundaries in every direction, the Yamaha OX99-11 borrowed heavily from Formula 1 technology. That included a central seating position for the driver, but unlike the forthcoming McLaren F1, Yamaha placed the passenger right behind the driver. Engineered with help from the UK's IAD, the design made for an unusual appearance, but that was soon forgotten when the 400bhp 3.5-litre V12 engine was fired up. It sounded sensational and every bit like an F1 motor, which was not far from the truth given Yamaha's involvement with that branch of motorsport at the time. Only three OX99-11s were made – in red, green and black. Yamaha concluded that it would be hard to find too many customers for an oddball that would have cost around £600,000 each.

Ecomobile 1984

The Ecomobile was conceived by Arnold Wagner in Switzerland and was his way of making a motorcycle safer and better to use all year round. The jet fighter-style shape helped the Ecomobile hit a top speed of 145mph yet still return 78mpg on the motorway. It retained its BMW motorcycle donor's handlebars, and comfort and refinement were notable hallmarks, along with the stabiliser wheels that dropped down to prevent it toppling over at low speeds and when parked.

LCC Rocket 1992

Chris Craft and Gordon Murray were chums from motorsport and fancied something that harked back to an earlier era of racing. The Rocket was the result and it went on to sell 55 units in total, including the cars built for the company's founders. The size of the Rocket dictated the tandem layout and it previewed the central driving position that Murray would use in the McLaren F1. The Rocket had a Yamaha motorcycle engine delivering 143bhp via 10 forward gears.

Carver 1994

Carver designer Chris van den Brink wanted to marry the comfort and weather-tight abilities of a car to a motorcycle's manoeuvrability. Thus, it allowed the main body section to pivot from side to side like a motorcycle while the rear portion with two wheels remained upright. This brief dictated a tandem two-seat layout to ensure the Carver remained narrow enough for the 45deg lean angles it needed for cornering. A 65bhp 660cc four-pot engine could take it to 120mph.

Mercedes F300 Life Jet 1997

This concept showcased Active Tilt Control (ATC) suspension that allowed the three-wheeler to lean its twin front wheels like a motorcycle's as well as the single rear wheel. ATC helped the Life Jet generate up to 0.9g of cornering force, but the wide front track took up a lot of road space, even with the tandem layout. Performance came from a 101bhp 1.6-litre motor and it could crack 0-62mph in 7.7sec on the way to 131mph flat out.

Nissan Land Glider 2009

Nissan has explored many unusual ways to improve the car and the Land Glider was another attempt in this search. With electric power, the Land Glider was billed as a zero-emission city commuter car and arrived in the same year as the Renault Twizy concept. Unlike the French machine, the Nissan used tilting wheels to mimic a motorcycle's leaning action, which counted against any real prospect of it making production.

Renault Twizy 2012

The Twizy is arguably the first tandem car to make the mainstream. It entered production in 2012 and soon became Europe's best-selling plug-in electric vehicle, helped by its classification in France as a quadricycle, which meant it could be driven by anyone aged 14 years and older. Production ended in 2021 after more than 30,000 sales. Renault is planning a successor, this time targeting the Citroën Ami.

Tel: **+44 (0) 1179 640 640**
Email: **admin@pegasus4x4.com**

PEGASUS®
WWW.PEGASUS4X4.COM

Pegasus 4×4 Parts Limited
The Pegasus Building
Folly Lane, St Philips
Bristol, BS2 0RH
ENGLAND

UK's Leading Pick-up & 4x4 Accessory Supplier

VW Amarok 2012 Onwards

Nissan Navara 2016 Onwards

Ford Ranger 2012 Onwards

Mercedes-Benz X-Class 2018 Onwards

Isuzu D Max 2012 To Current Model

Toyota Hi-Lux 2015 Onwards

Ford Ranger 2023 Accessories
Now Available

Ford Ranger 2012 Onwards Top Up Cover

Nissan Navara 2016 Onwards
Top Up Cover

Mercedes X-Class 2018 Onwards
Top Up Cover

Mitsubishi L200 2016 Onwards
Top Up Cover

Ford Ranger Wildtrak 2012 Onwards
Top Up Cover

Toyota Hi Lux 2015 to Current Model
Top Up Cover

Mercedes-Benz X-Class 2018 Onwards
Standard Sports Lid

Ford Ranger Limited 2012 Onwards
Sports Lid

Nissan Navara 2016 Onwards
Standard Sports Lid

VW Amarok 2012 Onwards Sports Lid

Ford Ranger Wildtrak 2012 Onwards
Sports Lid

Toyota Hi Lux 2015 to Current Model
Sports Lid

Bedrug for Ford Ranger, Navara,
NP300, Toyota Hi-Lux, Mercedes X-Class,
VW Amarok, Isuzu D-Max

Tailgate Assist® Ford Ranger, Mercedes X-Class,
Navara, Toyota Hi-Lux, Mitsubishi L200

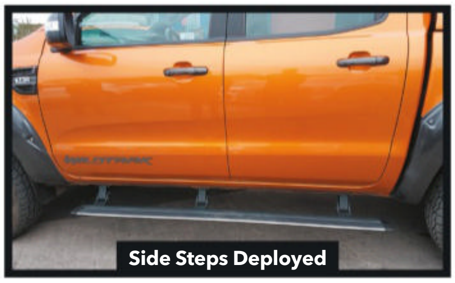
Sliding Floor Tray Ford Ranger, Mercedes
X-Class, Navara, Toyota Hi-Lux, VW Amarok
and Mitsubishi L200

Kick out T-Steps Ford Ranger, VW Amarok,
Nissan Navara and Mercedes X-Class

Ford Ranger Front Protection Bars
in Stainless Steel or Black

Twin Drawers & Slider Tray for All Pickups

Automatic Electric Side Steps


Side Steps Deployed

Side Steps Folded

Automatically deploy and fold away on any door	Light weight aluminium will support 150kgs	Tel: +44 (0) 1179 640 640 Email: admin@pegasus4x4.com

ELECTRIC POWER STEPS AVAILABLE FOR MOST 4X4'S AND SUV'S INCLUDING:

• Audi Q7 • Ford Ranger, Transit • Isuzu D-Max • Land Rover Discovery 5 & Defender 110 2021+ • Mercedes-Benz X-Class & GLE
• Nissan Navara NP300, X-Trail • Porsche Cayenne • Toyota Hi-Lux & Landcruiser • VW Amarok, Caravelle & Multivan, T5,T6 & T6.1, Touareg
• Range Rover, Range Rover Sport, Vogue & Velar • **New Range Rover 2023 Available To Order For June Delivery**

THE LEADER IN INNOVATIVE 4X4 ACCESSORIES AND A BRAND NAME YOU CAN TRUST

HONOURABLE ARTILLERY COMPANY, EC2

JOIN US FOR AN AUTOMOTIVE GARDEN PARTY
IN THE HEART OF THE CITY 6–8 JUNE

Carrera RS
PORSCHE

TIM SCOTT PHOTOGRAPHY

BESPOKE AUTOMOTIVE – BUILT TO RACE FOR THE ROAD – GRAND TOURISME – EVOLUTION AERO
GOLDEN AGE COUPÉS – 60 YEARS OF LAMBORGHINI – THE CARS THAT BUILT LAND ROVER
PORSCHE RS CELEBRATING AN ICON – SUPERCAR DAY

TICKETS AT
LONDONCONCOURS.CO.UK

PRESENTED BY

Breguet
Depuis 1775

LONDON CONCOURS
HONOURABLE ARTILLERY COMPANY
6-8 JUNE 2023